A photograph of Mike Petty, a man with grey hair wearing a pink shirt, sitting at a desk in a library. He is writing on a notepad. In front of him is a large, open, thick book resting on a wooden stand. The background shows shelves filled with books.

Mike Petty pictured  
indexing newspapers

## ***Cambridgeshire Railways in Cambridgeshire Newspapers:***

**Mike Petty**  
shares some of  
his online  
resources with  
members of the  
Great Eastern  
Railway Society,  
1<sup>st</sup> October 2022

# **Here is the news...**

**HISTORIAN CREATES DIGITAL ARCHIVE OF PAPERS' STORIES**





Mike Petty pictured indexing newspapers

# Here is the news...

HISTORIAN CREATES DIGITAL ARCHIVE OF PAPERS' STORIES

By JAMES MILNER

james.milner@reachplc.com  
@CambridgeshireLive

THOUSANDS of newspaper articles telling the story of Cambridgeshire's history are now available online, courtesy of a historian.

For 20 years Mike Petty compiled a daily 'Looking Back' feature in the Cambridge News, or as it used to be known the Cambridge Evening News. In so doing, he sorted through and compiled the more noteworthy articles to appear in Cambridgeshire newspapers over the last 100 years.

These stories, alongside others, have been brought together in a Cambridgeshire Scrapbook that extends to nearly 4,000 pages.

Those using this resource will find here summarised versions of stories that originally appeared in print between 1897 and 1990.

Now, Mr Petty has placed digital images of thousands of articles on Google Photos for all to see. Researchers can freely use this to

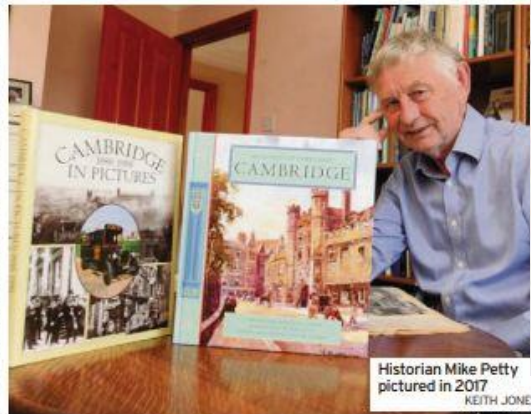
peruse thousands of original articles by year.

"This is a resource for those studying the details of daily life in a particular period, perhaps for a novel, perhaps to contextualise some other event," he said.

"People remember big personal events, but not the context of the period; papers jog memories of the small things that later become significant. This is a new and exciting - perhaps unique - source for historians. But I hope it will also be of interest to those locked-down seniors who have some time on their hands, a tablet (other than their pills) and an interest in reviving and sharing their memories."

The content, which covers much of the 20th century, while extensive, is still incomplete - not all years are currently accessible.

However, as the British Newspaper Archive has only uploaded content from a handful of years, Mr Petty's resource - always availa-



Historian Mike Petty pictured in 2017  
KEITH JONES

ble on a device, even when the libraries are closed - is currently far more extensive.

To search for stories by year, visit [mikepetty.org.uk/archives.html](http://mikepetty.org.uk/archives.html) and

click on any of the links. The original newspapers are filed in the Cambridgeshire Collection at Lion Yard, together with indexes and cuttings files that are far more extensive.

The headlines of 1<sup>st</sup> October 2022 echo those of 3<sup>rd</sup> October 1919

## RAILWAY STRIKE. THE COUNTRY'S TRANSPORT SERVICE PARALYSED.

### FIGHT BETWEEN THE GOVERNMENT AND THE MEN'S UNIONS.

An industrial struggle fraught with the gravest and most far-reaching possibilities burst upon the community with startling suddenness last week-end. Scarcely had the public heard that a railway dispute was in progress and that a general strike might be declared when the climax came, and a national stoppage occurred.

From end to end of the country the railways

The Prime Minister: It is not quite the same thing as a final offer. It is an offer where you are invited to discuss details and the removal of any anomalies.

Mr. Thomas: Then it is well you should know what the meaning of it is, because you do not.

Mr. Thomas then went into detail about the working of the Committee, which, he said, were to discuss technicalities and not principles.

19 10 03





## THE CAMBRIDGESHIRE TIMES, FRIDAY, OCTOBER 10, 1919.

### RAILWAY STRIKE SETTLED.

TERMS AGREED UPON AT SUNDAY'S CONFERENCE.

#### WORK RESUMED IMMEDIATELY.

The great railway strike was settled on Sunday. The terms agreed upon were given in the following official statement issued from 10, Downing-street, at 7 p.m.:

The representatives of the Railwaymen's Unions, accompanied by the representatives of the Transport Workers' and Associated Unions, called at Downing-street at 11-30 a.m. to-day, and had interviews with the Prime Minister and Mr. Bonar Law. As a result of the following agreement was reached:

1. Work to be resumed forthwith.
2. On the full resumption of work conditions shall be continued with understanding that they will be completed before December 31, 1919.
3. Wages will be stabilised in the United Kingdom at their present level up to September 30, 1920.
- Any time after August 1, 1920, they may be reviewed in the light of the circumstances then existing.
4. No adult railwaymen in Great Britain shall receive less than 51s. so long as the cost of living is not less than 110 per cent. above pre-war level.
5. The N.U.R. and A.S.L.E. and F. agree that the men shall work harmoniously with the railway servants who have remained at or returned to work, and the Government and the N.U.R. and A.S.L.E. and F. agree that no man shall be prejudiced in any way as the result of the strike.
6. The arrears of wages which have been withheld in consequence of breach of contract will be paid after the resumption of work.

#### EFFORTS CROWNED WITH SUCCESS.

Success thus crowned the unflinching efforts of the Prime Minister and the fourteen

### THE PREMIER ON THE STRIKE

NATION MUST BE MASTER.

#### A STATE SECRET EXPLAINED

The Premier at the Mansion House, London, on Tuesday, said:

Now that it is over I should not like to utter one word which would prolong the strife or in the least leave any seeds of bitterness behind it. We have got to work together, men of all classes, men of all ranks. The country needs it. When I hear of the working class I always think that the term is far too limited. We all belong, I hope, to the working class. I would certainly claim to be a

### LESSONS OF THE STRIKE.

RESOURCES OF THE STATE.

#### FORCE OF PUBLIC OPINION.

Mr. G. N. Barnes, Labour member of the Cabinet, in an interview on Monday with a Press representative on the railway dispute, said some impressions created as a result of the trouble remained, and should guide all well-wishers of Labour and of the State. The first, he thought, was the revelation of class solidarity which had been manifested, and which was very significant. The N.U.R. Executive did not, so far as he knew, consult any other trade unions or any representatives of trade union authority, but in spite of that

6

## RAILWAY STRIKE.

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The Prime Minister: It is not quite a final offer. It is an offer are invited to discuss details and of any anomalies.

Mr. Thomas: Then it is not a

### COVENEY TRAGEDY.

FARMER'S WIFE FOUND IN A CISTERN.

#### WORRIED OVER HER SON.

Quite a gloom was cast over the peaceful little village of Covey during the week-end by the tragic death of Mrs. Emma Poole, wife of Mr. William Poole, who is well-known in the district as an agricultural engineer and farmer. Mrs. Poole, who was 59 years of age, had been in ill-health for some time past, but of late there had been an improvement in her condition, though she continued to worry about her soldier son who is in a sanatorium.

### MARCH RAILWAYMEN AND THE STRIKE.

#### A DEMONSTRATION.

A demonstration by the March railwaymen took place on Friday afternoon, when the strikers marched in considerable strength through the town carrying the Union banners and headed by the Railway Silver Prize Band. The procession wound its way to the Recreation Ground, where a meeting was held, presided over by Mr. W. Harley, and he was supported by the Strike Committee and the Rev. T. M. Bamber, who was present by invitation. The proceedings were extremely

## THE CAMBRIDGESHIRE TIMES, I

FRIDAY'S CONFERENCE.

### QUESTION OF RAILWAY LOSSES.

When the Union deputation again met members of the Cabinet on Friday morning, Mr. Lloyd George at once re-emphasised the gravity of the crisis and the variety of great interests in ministerial charge. Even the proposals put forward by the Government (he said) involved a substantial increase in the deficiency created by other concessions.

Mr. Thomas: One moment. Do I now understand that you now make the statement that there is a

### PREMIER'S DECLARATION.

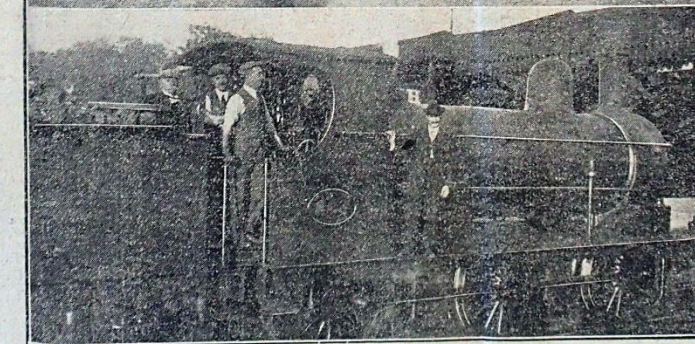
GOVERNMENT "MUST ACCEPT THE CHALLENGE"

### AN "ANARCHIST CONSPIRACY"

In a telegram explaining his inability to keep an engagement at Carnarvon on Saturday, Mr. Lloyd George said:—  
The cause of my absence today is the

FRIDAY, OCTOBER 10, 1919.

### STRIKE SCENES AT MARCH STATION.



Top picture: Refreshments room ladies, Inspector Halls, and others.  
Bottom picture: Volunteer engineers, Mr. Hugh Whitcombe and A. N. Other. Mr. J. Bodger and Mr. H. Burdett are also present on the engine.

[Miss Askew.

Newspaper reflect the issues in words and pictures ...



## ELY.

Unlike many other stations on the line, there was a little life on the up platform at Ely on Saturday morning, due to the fact that many passengers were stranded on the Peterboro' mail, which drew into the station shortly after the hour for the commencement of the great strike; and remained there over the week-end. The driver and stoker were still at their posts when a representative of this journal visited the station shortly after 9 a.m. on Saturday. At that hour the whole of the outdoor staff were on strike with the exception of two inspectors. The passengers, among whom were several sailors on their way to rejoin their ships, made themselves as comfortable as they could for the night. Some of them were still asleep on the seats, while a party of soldiers in one compartment were enjoying a quiet game of cards. Most of the passengers seemed to be found for Peterboro', and later in the day a large party was taken away by motor. Those who were unable to get a lift in this way sought lodgings in the city over the week-end, while the sailors were accommodated at the Stores Distribution Park. The mails on the train were subsequently taken away by motor lorries, and later in the day the station was a scene of desolations.

LOCAL RAILWAYMEN AND

Some stories are repeated:  
Reports of the strike at Ely in October 1919 – and a picture of a similar event in May 1926

19 10 03

26 05 21

## CONTRAST IN SCENES.



[Starr & Rignall]  
The top one was taken soon after the strike commenced, and the bottom one just after a train drew into the platform on Tuesday.

ally decorated wax article to Miss Audrey | Share-out Club. Mr. B. H. H. H.



There are so many stories relating to Cambridgeshire railways that I have chosen to reflect some relating to a few small areas.

Black Bank station in the fens near Little Downham









vote of thanks was given for his services.

**STATIONS COMPETITION.**—In connection with the competition for the best kept stations in the southern area of the L.N.E.R., Black Bank is included in the 72 stations which have entered for the numerous prizes offered by the company. During the past few weeks railway travellers and others have been freely commenting upon the great improvements effected at the station by the Stationmaster and his staff. Great clumps of weeds surrounding the office, waiting and other rooms have been replaced by pretty beds of flowers. The background of the down platform, for many years a veritable wilderness has been transformed into an admirable flower garden. On Friday, for inspection by special train, a visit was paid to the station by leading

28 07 27 ES

More details in a report on the Best Kept Station competition of July 1920

London. On alighting Col. Mauldin gripped the hands of the Stationmaster and Porter Crane. Entering the signalbox he greeted the signalman with a hearty handshake and highly complimented him on what he described as a beautifully clean signal box. It showed interest was being taken and was the forerunner of good and smooth working. Questioned regarding length of service and train working, the signalman said when he started at Black Bank, over 30 years ago, they averaged nearly 5,000 trains per month. They worked 12 hours per day, wages were £1 per week, and out of that sum he had brought up a family of seven. Col. Mauldin said he thought £1 in those days was as good as £2 to-day. He congratulated the signalman on his record and stated he hoped to visit Black Bank again in the near future. The staff are patiently awaiting the result of the inspection, which will be made known in the course of a few days.



# A GRAND OLD BEERHOUSE.

## Black Bank Tavern Closed

## GREAT FEATS OF FORMER DAYS.

The doors of the Railway Tavern at Black Bank Station were closed to the public and the last bottle of sparkling ale was sold on Saturday evening. This grand old beerhouse, the taproom constructed of wood and private part bricks, has served a very useful purpose for something like a hundred years, and thousands of traders, farmers, teamsmen and travellers using the railway station, have within its walls been supplied with the needs of bodily sustenance. In days of yore farmers and labourers attended nightly for news, light refreshments and amusements. Smoking, concerts and skittles, darts and domino competitions were regularly held.

1933 10 13

Success could be celebrated at the Railway Tavern which closed in 1933

Bar-  
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Mr. F.  
Mrs.  
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Gron-

competitions were regularly held.

Many great individual feats have been recorded in the bar. On one occasion, it is said, before the introduction of the reaper and self binder, a villager well used to a scythe, mowed (his wife gathering and tying it after him) more than two acres of corn in 12 hours

FOR 8s. 6d. PER ACRE.

Another vilager in seven hours, threw 16 holes of clay, while a third in an hour's less time, sowed 30 bags of manure on six acres of potato land. The late Kon Moxon, the village 100 yards sprinter, once ran a mile, climbed up the sign post and jumped over both railway gates for a pint of beer, and the remarkable feat of a gentleman who stood on his head in the taproom and drank two pints of beer is still fresh in the memory of those of riper years.



TRE, CAMBRIDGE.

and Laughter.

Almost a lost art. The modern "turns" which masquerades as a "pantomime" is no more an article than man is like a process of evolution has been at times, and in the case of pantomime a question whether the growth is a grade. The modern entertainments are as nearly allied to the past as any that may be seen in the given under the title of that famous family of pantomimes, and dancers, the Originals. To-night this remarkable troupe is in management at the New Theatre.

## GRUESOME DISCOVERY On the Great Eastern Railway.

### A HEADLESS MAN.

This morning a gruesome discovery was made near the little G.E.R. station of Black Bank, a few miles past Ely. On the railway line was found the trunk of a man's body, and some feet away the head which had evidently been severed by a passing train. The body has been identified as that of Thomas Tepping, a publican of Little Downham, who was formerly in the Militia Band at Ely. An inquest will be held to-morrow.

DEPRIVED OF HIS MEMORY.

'DESPICABLE, COMMON

Epithets for Passive I

REVISION COURT AT

Mr Geo. Humphreys (Revisor) attended the Police Court at Linton for the purpose of revising the votes of the parishes of Balsham, West Wymondley, Shudy Camps, Duxford, Linton, Whittlesford, Horseheath, Wymondley, Great Abington, Little Abington, Hildersham, Linton, Babraham, Parnham, and Sawston.

Mr E. Foster represented the Liberal Unionists, Mr E. G. Marner and Mr W. P. Kitchener the Conservatives.

Ownership claims were made by Mr Barker and Mr William Arthur in respect of property at Whittlesford.

Mr Foster supported the claims.



# JUMPED FOR HIS LIFE

## Lorry Driver's Escape Near Ely

### LEVEL CROSSING SMASH

A LORRY DRIVER jumped for his life in the nick of time at a level-crossing near Ely yesterday, when a train smashed the vehicle he was driving.

He was Charles Bidwell, of Cannon-street, Little Downham, who was in charge of a lorry belonging to Mr. E. A. Cole, of The Two Ponds, Little Downham. The vehicle was being used for carting hay, and in the cab with the driver were Percy Miler, of Council Cottages, Lawn-lane, Little Downham, and his ten-years-old son.

Crossing  
crashes

1936 06 18

old son.

#### ATTEMPT TO REVERSE.

With the load of hay, the lorry was proceeding from the direction of Little Downham to pass over the level-crossing at Main Drove near Black Bank Station, Little Downham.

It is understood that when the front part of the vehicle was on the metals the driver noticed a train coming and attempted to reverse. His two passengers jumped clear, and, finding that he could not get the lorry clear in time, the driver also jumped.

He had a remarkable escape, however, for although hit by pieces of wreckage he was unhurt. The train struck the bonnet of the lorry and smashed it completely. The radiator was crumpled and torn off, and also the off-side wheel and tyre. Lamps and other fittings were scattered, and the engine was pushed partly under the cab.

#### TERRIFIC IMPACT.

Such was the force of the impact that parts of the off-side of the railway-engine were broken off. These consisted of heavy metal plates and fittings which were wrenched from their bolts and strewn up the track. One very heavy fitting was found as far as 60 yards away from the scene of the crash.

The accident occurred shortly after 1 p.m., the train, which left Peterborough about mid-day, being due at Black Bank at 1.8, and at Ely at 1.18 p.m.



# Farm Worker's Death

## CAMBRIDGE INQUEST STORY

THE story of how a farm worker was crushed by a railway wagon he was just about to unload at Black Bank station, near Ely, last Wednesday morning, was told to the Cambridge Borough Coroner (Mr. W. R. Wallis) yesterday.

The accident occurred during shunting operations.

At the inquest, which was held at Addenbrooke's, where the injured man died, the Coroner, in recording a verdict of "Accidental death," said that in his view no blame attached to anyone.

The dead man was Frederick Gent, aged 48, of 8, Camel Road, Littleport.

Mr. John Few was present on behalf of the dead man's family; Mr. A. H. Wild represented his employer, Mr. Hubert E. Sallis, and the railway company was represented by Inspector A. E. Bailey.

The first witness was the dead man's son, Staff-Sergt. Clifford William Gent, who gave evidence of identification. He was followed by Hubert Edward Sallis, farmer, of Grange Lane, Littleport, who said he had employed the dead man for about five years.

LOOKING FOR SEED POTATO

## LOOKING FOR SEED POTATO TRUCK.

Relating the events leading up to the fatality, witness said he took Gent to the siding in his lorry at about mid-day on the Wednesday to unload a delivery of seed potatoes. They went to where some stationary trucks stood against the goods shed, and Gent got out of the lorry to see which one contained the potatoes. He walked to the first one, continued witness, shook his head, and walked to the second, and then on to the third, by which time he was out of view of the witness, but apparently it was the one containing the load.

Witness got out of his lorry, and the next thing he saw was the dead man, half-kneeling between the line and the loading platform. Witness immediately rushed to his assistance. He did not actually see the accident occur.

Mr. Sallis said he thought Gent must have been reaching round the truck to lift the sheet up to look for an identification number, and that at this moment the train started to move. "We didn't know the train had an engine on," he said.

Cross-examined: He heard no noise

Worker  
crushed by  
railway  
wagon,  
January 1944

1944 01 11



# to Heat Chapel

## Downham Man in Court

**I**n a well known figure in the district for his long record of service in connection with the church, was discharged by Ely Magistrates yesterday (Thursday) week after he had pleaded guilty to the theft of 2s. 10d. worth of coal from a Downham merchant.

A railway porter at Black Bank Station and living at 2, Main-street, Downham, (nearly) was told by the chairman, Ald. S. C. Lawrence, "Do take a lesson from this."

Presenting the case on behalf of the Railway Executive Insp. G. Goodridge said that on January 31st in consequence of information received two transport detectives kept observation at Black Bank station. They saw defendant wheeling his cycle on the front of which was a sack, from the station towards Downham. They stopped him and asked what was in the sack and he replied, "You get out of my way; you have no business to stop me."

They continued the Inspector, to drop his cycle and ran towards Downham. The detectives gave chase and caught him and asked him for an explanation. He answered "I am taking it to the chapel as there is a funeral there on Friday and there's no coal to light the fire." Asked where he had obtained the coal he said "From Mr. Chambers' dump at the station." He admitted not having permission to take it but added "I was going to tell Mr. Chambers I had got it."

Defending, Mr. G. Ashton Roberts said the case was

it but added "I was going to tell Mr. Chambers I had got it."

Defending, Mr. G. Ashton Roberts said the case was serious so far as defendant was concerned because if any conviction was registered against him he would almost certainly lose his job. He had been employed by the Railway for four years and had given no previous trouble.

As to his wife, he said, was caretaker of the Baptist Chapel and he assisted her in that capacity. As he had said, there was to be a funeral in the Chapel on Friday, and as there was no coal, he had taken the half-sack to light the fire. He had taken it from Mr. Chambers because supplies for the Chapel normally came from him and he had intended telling him afterwards.

Handing the Bench a letter written by Mr. Wright, a churchwarden, Mrs. Roberts said "This is an exceedingly good testimonial of Mr. s by character and what he has done for church work."

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At quart Britis is a tor to becom Army to C

Other incidents made the news – the 'theft' of coal for the Baptist Chapel, March 1951

51 03 02



# WHO WOULD DIED 1 a.m.

## They May Have To Be Closed

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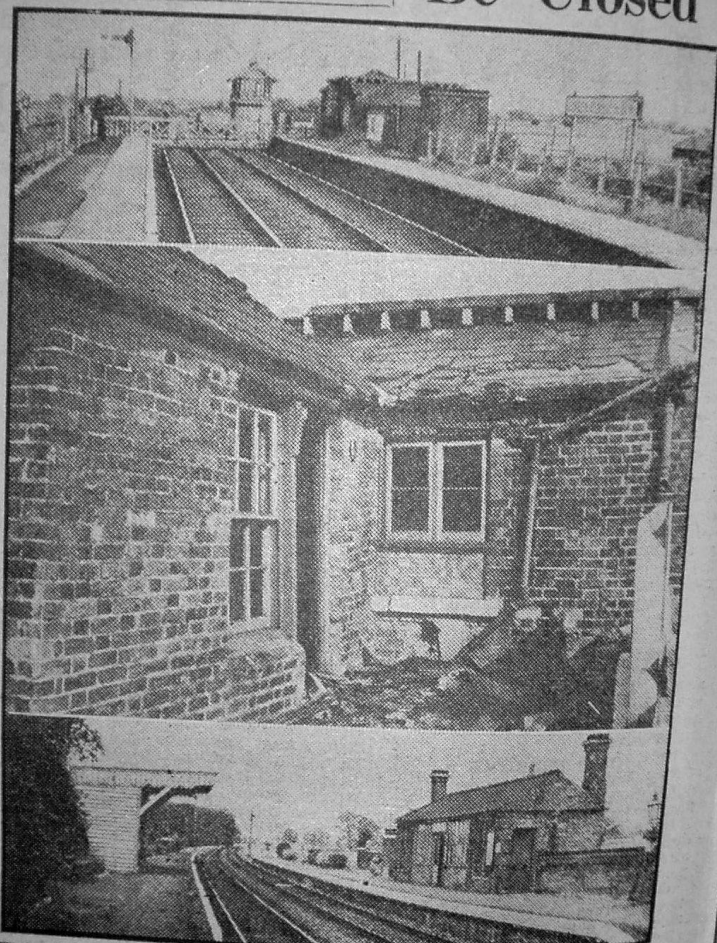
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**BLACK** Bank and (below) Harston—the two Cambridge-shire village railway stations which British Railways wants to close down. Only five people a day use Black Bank station—on the main Cambridge to March line—and the station buildings are gradually subsiding into the Fenland soil.

The centre picture shows the condition of the house that was once occupied by the station-master. By closing Harston station the British Transport Commission estimates it will save nearly £700 a year. Only eight people a day use the 11 stopping trains at the station.

Lack Of Characters



The closure of Black Bank station in 1962 was marked by a report illustrated with photographs

62 06 23





The Cambridge  
News  
photographers  
took more  
pictures that  
were published

Their unprinted  
negatives were  
carefully filed.

But very seldom  
consulted





I copied hundreds using a tablet as a light box and a digital camera. This produced an adequate image for research purposes

The negatives are now part of the Mirrorpix Archive from whom prints can be obtained





group from the Cambridge area which

should telephone Wi

# New railway crossings

TWO new railway level crossings near Ely were to be installed this weekend.

The crossings, at Beald Drove, North Fen, Second Drove, and Black Bank are sited between Ely and March, and will have automatic half barriers.

This weekend, installations were to be

carried out at Second Drove and Black Bank and the other two are to take place next weekend.

There will be no inconvenience to road or rail users, says BR.

The barriers are triggered by oncoming trains and mean the end of manned gates or barriers operated by signalmen.

New automatic crossings were installed at Black Bank and Second Drove in May 1988

88 05 14





Just beyond Black Bank Station the line cross the Ouse Washes, for much of the year flooded, with bridges over the New and Old Bedford Rivers





## A Triumph of Mechanical Skill.











widening.

## **"FLYING BRIDGES" WANTED.**

Col. Archer went on to refer to the grant available to county authorities for the provision of "flying bridges" to carry traffic over such places as railway crossings. He understood the county authorities had in mind a recommendation that such a bridge should be put over the level crossings near the March railway station, but he had not yet heard any such recommendation from the Council for what was a much more dangerous place—the crossings at Adelaide Bridge. If there was a place in the county which required the provision of these flying bridges, it was at Adelaide Bridge, where to-day the fire brigade and medical men were often held up at the gates when in pursuit of their very urgent duties. Heavy beet traffic was hindered and often disorganised by being held up at this spot, where there were three pairs of gates.

31 05 18



Adelaide is famous for the number of railway lines with three sets of gates as well as a road bridge. These caused difficulties as reported on 18 May 1931 (and since)



# The 'ex

While you were tucked up in bed last night, Terry Cross spent 16 hours seeing up to 20 trains safely through a fenland level crossing for less than £1 an hour. CHRIS ELLIOTT shared part of a shift with him.

THE SICKLY sweet smell drifting across from the beet sugar factory gradually displaced the diesel fumes left by the 11pm mail train as it passed through the Queen Adelaide level crossing.

It was a frosty night and resident crossing keeper Terry Cross was well wrapped up in an anorak as he went about his business for the 18th time that evening — or was it the 19th?

The routine never varies.

The bells ring on the outside wall of his home, he checks the

Crossings needed  
Crossing-keepers



80 11 28

utter. "They want us crossing keepers out of the way, but there is no sign this one will be phased out. Mind you that will be the only way we move, unless we can get a council house, when they phase them out," said 45-year-old Mr Cross.

After stoppages, including the rent, he clears £54. He pays for light and heating even while on duty, he is not as yet paid an unsocial hours allowance and the daytime relief crossing keeper is paid more than he is — in keeping with all other railwaymen.

He has one day off a week and has just been refused more rest time. During the busy week night and

There have been accidents elsewhere but Mr Cross has not had one in 18 years, as a crossing keeper the last nine of which have been at Queen Adelaide.

Clearly it is a responsible job but — and here is the heart of the problem — it is not recognised as being "productive".

There is a feeling in people's minds that all he has to do is nip out and open and shut gates occasionally.

"But would you enjoy going out there in that freezing cold or in a thunderstorm? It is difficult to relax. I like to get away from the job. I have hobbies but I don't have much time for them although I do go to the library."

Mr Cross is a member.

Their stated policy is that resident crossing keepers should be paid the same rate as any other railwayman and they are about to sign an agreement that will bring them up a grade and give more cash for working bank holidays, like working Christmas Day.

At present it is just considered a normal working day, now they will get overtime.

But why hasn't the union done more over the years? A spokesman said yesterday that the industry as a whole is lowly paid and that the problem is that "they were not constantly employed, but required to be there."



While the lines needed  
maintenance gangs

# BEST OF THIRTY-TWO GANGS



59 08 14



## Cambridge District Award For Ely

Photo

John Slater

A SMALL gang of men who, in fair weather and foul, tend the two miles of track from just north of Ely railway station to the Lynn cross gates at Adelaide, took a few minutes off from their labours on Tuesday afternoon to receive certificates and monetary awards.

The awards were their rewards for the best maintained Class "B" length during 1958 and were won in competition against 31 other "B" gangs throughout the Cambridge district, which stretches from Broxbourne to Hunstanton.

Each year the certificates and cash are made available for competition and for the Ely North Junction gang this was their first success.

For the purposes of the competition, the permanent way is the

service) was away from work through illness.

Mr. Thornhill, accompanied by Mr. A. G. Ewers (Chief Clerk, District Engineers' Office), congratulated the men on the efficiency and zeal with which they worked.

As can be seen from the picture, the gang was engaged on track maintenance when the District officials arrived. From right to left are Mr. Thornhill, Mr. Ewers, ganger Akred, lengthmen Clark, Harrison and Thorby and Mr. Ginn.

## ENDEAVOUR MAKING FOR PORT

WATER which poured through the sides of the wooden New Zealand

## Cambridge District Award For Ely

Photo

John Slater

service) was away from work through illness.

Mr. Thornhill, accompanied by Mr. A. G. Ewers (Chief Clerk, Dis-

## Warrant Is

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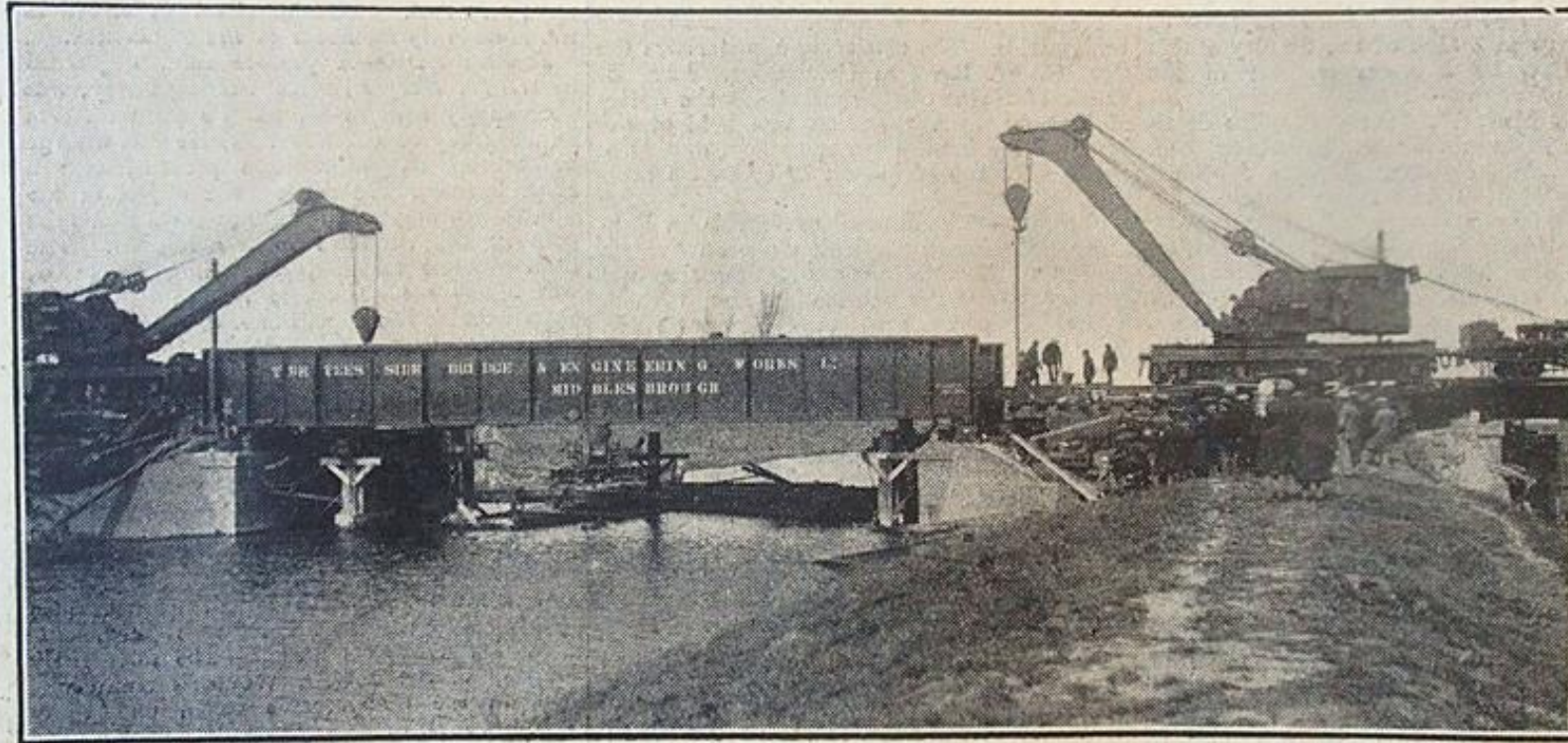
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...one family homeless. While some of the furniture was saved before the flames, fanned by a strong south-west wind, destroyed the thatched roof, not a few articles were destroyed. In the picture boys are seen as they engaged in a search on Monday in the hope of recovering some of the personal articles of those formerly occupying the cottages.

## NEW RAILWAY BRIDGE SPANS RIVER LARK.



[Photo]

[Starr & Rignall, Ely]

The River Lark at Prickwillow has now been spanned by a massive steel bridge weighing about 150 tons. Capable of carrying the heaviest locomotive in the country, the new structure is shown in the above picture, which was taken after it had been rolled into position on steel balls, similar in size to cricket balls, on Sunday morning. This remarkable feat of engineering occupied only 30 minutes and was witnessed by a number of people, some of whom are seen in the picture, which also shows the heavy breakdown cranes used in the operations.

### LITTLE THETFORD.

YOUNG PEOPLE'S MEETING.—This meeting was held in the Chapel on Thursday evening

Falkner and make an offer of £7. Membership fees were fixed at 7s. for adults and 5s. for juniors under 17. It was decided that match players should have the use of court 1.

Several willing hands were soon on the spot, and with jacks lent by Mr. C. H. Hephher and other help, the wagon, which was empty, was backed out and proceeded on its way again.

Another bridge was constructed deeper in the fen near Prickwillow in 1931

31 04 03



## "I DID IT FOR A LARK."

### Alleged Attempted Train Wrecking.

At the Ely Petty Sessions, on Thursday, before Mr. Martin Pate and other magistrates, a boy named Thomas George Wright, described as a labourer, of Prickwillow, was summoned for placing a piece of wood on the G.E.R. on March 6th, with intent to endanger the safety of one William Dawson and divers other persons travelling on the said railway.

Detective-Inspector Campbell, of the G.E.R., stated that in consequence of a communication from Shippea Hill, he went to Prickwillow about 2.45 on Wednesday, and saw the defendant, who was detained at the policeman's house there. He told defendant he was a police-officer, and was making inquiries about a sleeper which had been placed on the line about 7 o'clock the previous evening. He asked defendant for an account of his movements after he left Mr. Cole's farm the previous evening. Defendant said, "I got on to the line, and walked along by the wire (the wire fence) until I came to Palmer's-crossing, when I came on to the hard road, and went to Fryart's about a piece of bicycle. I then walked home by the road." Witness asked if he went near the sleepers at all, and defendant replied, "I may have done." Witness, in company with Sergt. Tichbon, of the G.E.R. police, and P.C. Cornwall, examined the line, and found that a number of footmarks around a stack of new sleepers, and leading from there to Palmer's-crossing, corresponded with defendant's boots. They made other inquiries, and about 6.30 witness again saw the defendant, and told him he would be taken into custody and charged with placing the sleeper on the line. Defendant said, "I will tell you the truth. I did put the sleeper on the line. I don't know what time it was. It was after I left work at 6.30. I am very sorry. I did it for a lark. Don't lock me up, please." Defendant repeated the statement after having been cautioned.

P.C. Cornwall stated that about 9 a.m. on Wednesday, from information received, he went in company with Sergt. Tichbon to make inquiries respecting a sleeper which had been found on the line. All round the stack of sleepers were footmarks. Witness measured these, and then covered them up. Subsequently he saw defendant at work at Mr. Cole's farm. He questioned defendant as to the way he went home the previous evening, and then asked him to hold his foot up. He measured the boots, and found that they were the same length as the footmarks. The boots were also nailed peculiarly, and in this respect they corresponded with the footprints. Witness and Sergt. Tichbon took defendant's boots to the stack of sleepers, and found that they corresponded exactly with the footprints. Witness was present when defendant made the statement to Detective-Inspector Campbell.

A great deal of trouble was necessary to make the boy understand the nature of a pleading, and he eventually said he was not guilty. Supt. Roythorne stated that they were not prepared to complete the case that day, and asked for an adjournment for a week.—This was granted.

### CAMBRIDGE DAY BY DAY

WEDDING.—A pretty ceremony was witnessed at St. Giles' Church on Thursday on the occasion of

the society rather than the financial character of the company and the committee carry the Ladies' Committee subscription it was und there was the Hospital tributed. paper (Febr to be hand after this le ously enough this sum of Ladies' Con Paget. Th Horticultural years the so the Ladies' Dalton £25, total of £57 a Section during readers will who has been the society's to the shorts members of t made it impos work with the right to dispos mittee.

I need not contained in n one of them h gentleman wh Ananias letter compliment, sir aware) brought ness and restor tion of Mr Gil mittee took 25 a mere quibble, person referred the committee, had the greater own hands, and of the society, a would expect to expense of the B deficit is hard to well that the pre paid over the sun about that amou funds. Two more Mr Gibbs in the my letter as a "t 1. This was in rel in the cottagers' cl prize of 25s., two eight of 2s. 6d., a schedule of the so 25s., one of 5s., twenty-seven of 2s. offered in the cott class; in other see 15s. 5d. per class. 2. The amount cottagers' classes w £14 8s. in amateur 6d., does not agree.

## ALLEGED ATTEMPTED TRAIN WRECKING. CHARGE AGAINST A YOUTH At the Camba. Assizes.

Thomas George Wright, a labourer (15), was indicted before Mr Justice A. T. Lawrence at Camba. Assizes on Saturday for having maliciously placed a piece of wood upon the Great Eastern Railway with intent to endanger the safety of William Dawson and other persons travelling upon the railway, at Ely, on March 6th.

Prisoner pleaded not guilty.

Mr A. T. Grain appeared on behalf of the Great Eastern Railway Company, and Mr W. Freeman Barrett (instructed by Mr T. B. Bendall) defended.

Mr Grain, in opening the case, stated that the obstruction placed upon the line was one of a stack of 24 situated near the Great Eastern Railway near Ely. The stack was placed on the down line, and the left Liverpool-street was damaged or thereabouts, and it left Ely for Norwich about 7.8. He thought there could be no doubt that the train leaving Ely at that time picked up this obstruction. It became attached to the guard on the front of the engine, and was carried for some-

distance. In passing over the bank the sleeper damaged the bridge, and it seemed to have been thrown off a little further on. This was reported to a sergeant in the employ of the Great Eastern

—Yes, sir.

Have you endeavoured to ascertain whether there were any other persons on that line on the evening of March 6th?—No, sir.

Have you heard that a strange man was seen on that line on March 6th?—I was told so yesterday.

Counsel went on to deal with the two statements made by the boy, one to witness and the other to Insp. Campbell.

Mr Barrett: Can you account for the statement which was dictated to you and Campbell being almost identical in language?

Witness: No, I can't.

Did you believe this lad to be guilty at that time?—I did not know, sir.

Did this lad all the day persist that he was innocent of the charge?—He did tell me he did not do it.

How many times?—Several times.

It was only upon cross-examination a week after the first hearing that you informed the magistrates that this boy had denied it over and over again, and that was true was it not?—Yes, he did deny it.

Why then did you pester him for the statement?

Accidents: "I did it for a lark": report of an attempt to wreck a train at Prickwillow in March 1906

entirely

denied it

home to

effect, if

he would confess it?—No sir, certainly not. I never thought of such a thing.

I put it to you that by reason of what was said to him by you or the other officers, the boy was crying?—No, sir.

Do you swear that the boy was not crying on the afternoon of March 6th.—No sir, I never saw him cry.

Do you swear that the boy was very not frightened, and trembling from excitement!—No sir, he was

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That attempt failed ... but weeks later came a  
derailment just along the line at Shippea Hill

*Accident to the NORWICH EXPRESS SHIPPEA HILL April 7 1906.  
PHOTO BY D. K. SPENCER, Littleport*



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# RAILWAY ACCIDENT. Train Derailed Near Ely. PASSENGERS BADLY INJURED.

A serious accident occurred on the Great Eastern Railway at Shippea Hill Station, near Ely, to-day. The engine attached to the Norwich-London express jumped the line. The coach following reared up on end and fell down the bank into the ditch adjoining the line, breaking the telegraph wires, and smashing the wire fence at the bottom of the bank. The second coach was hurled down the bank on to the opposite side, and the third, fourth, and fifth coaches left the lines. Three passengers were injured, two seriously. They and others had miraculous escapes from death. The passengers were sent on by special train. The line was completely blocked, and a breakdown gang was speedily conveyed to the spot to restore communication.

## TO-DAY'S FOOTBALL.

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Accident to the NORWICH EXPRESS SHIPPEA HILL April 7 1906.  
PHOTO By D K Spenceley Littleport



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## TO-DAY'S FOOTBALL.

On the G.E.R.

FIVE PASSENGERS INJURED.

## Miraculous Escapes.

As briefly reported in the "Cambridge Daily News" on Saturday, an accident resulting in the almost total wreck of the mid-day express from New York to London occurred just outside Shippenham station, near Ely, on Saturday. Fortunately, there were comparatively few passengers in the train, 150 being an outside estimate, or the toll of killed and injured must have been indeed fearful. As it was no lives were lost and only five people were injured. In many cases the escapes from death were miraculous, for several compartments were completely demolished and that any of the occupants could have survived is a matter almost beyond comprehension.

The train to which the accident happened was timed to leave Norwich at 11.10, and is divided at Ely. The first part leaves Ely for St. Pancras with a Lynn portion at 12.55, and the second part, also with a Lynn portion, departs for Liverpool Street at 1.3. On Saturday the train consisted of nine coaches and two guards' vans—one at the middle, and the other at the end of the train. Apparently all went well until the train was approaching Shippea Hill Station, and a piece of the road, which had been, or was being, relaid, was reached. Here the driver slowed down considerably, but in spite of this precaution the engine left the metals. For some little distance it ran along the sleepers, swaying violently, then the wheels on one side plunged deeply into the ground, and the engine stopped dead. The two foremost carriages telescoped, the leading one was flung into the air, and turning on to its side it crashed down the embankment, and into the broad fen dyke at the bottom, taking the telegraph wires and the wire fence at the bottom of the embankment with it. The second carriage also turned over, but instead of going down the embankment it hung across the down line, and partly over the embankment. The third carriage was forced obliquely right across the permanent way. The fourth, fifth, sixth and seventh coaches all left the metals,

District Superintendent Interviewed

Mr. G. Kimm, the Cambridge District Superintendent, in an interview with a representative of this paper this morning said he could not state the exact cause for the accident. That would be for the officials to determine upon investigation.

Asked if he was to determine upon investigation, had been under repair recently, Mr Kimm replied in the affirmative, and added that trains slackened speed when passing the spot. There was every reason to believe that the road was in good order. The train which met with the accident was preceded by the 11.3 train from Norwich to March and Lincolnshire which passed safely.

"We always take every precaution when repairs are in operation," said the Superintendent. "There is always a man stationed with signals some distance up the road, and in obedience to his signals, drivers slacken speed. This train was not running at full speed. By some means the engine left the metals, and then, of course, would break up the road directly."

### Interesting Incidents.

The "Eastern Daily Press" this morning says: "Everyone appears to have kept his head, and the passengers behaved nobly. There was no panic, and the passengers helped themselves and each other. Burnt Fen, or Shippea Hill, as it is now called, is one of the most solitary spots in East Anglia. The residents induced the G.E.R. to change the name of the station because they thought the word 'Fen' detracted from the value of the produce grown in the neighbourhood; but the new name has not brought any accession to the population. The station staff number five only, and every one ran to the scene of the disaster, Mr. Goff, the stationmaster, first telegraphing to Ely for medical men and for help. Some delay was caused in telegraphing the other way, for the coach which fell across the down line carried with it the telegraph wires, and earth contact was set up. The station staff, who were soon reinforced by passers-by, at once set to work to liberate and to help those of the passengers who were under the debris, or who stood in need of assistance. As has been already stated, a woman was carried into the dyke on the other side of the down line. She was up to her waist in water, and was held quite fast, though her position, once she had got landed in it alive, was not in the least dangerous, it must have been very disagreeable. With a serenity that never failed her, she awaited her deliverance in the pluckiest manner imaginable. A twelve-year-old girl who was travelling with her was

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PEA HILL April 7, 1906.



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will be found in to-morrow's "Cambridge Daily News."

# SHIPPEA HILL DISASTER. Government Inspector's Report.

Lieutenant-Colonel Von Donop, in his report into the derailment of a passenger train near Shippea Hill on the Great Eastern Railway on April 7th, issued on Saturday, expresses the opinion that it was the unduly high speed of the derailed train, which was the probable cause of the accident. It is to the driver's omission to conform to the speed restriction which was in force over the portion under repair that the derailment of the train must be attributed.

## MARKET INTELLIGENCE.

CAMBRIDGE CATTLE—MONDAY

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...ment in 1981, recalls an  
incident from his career.

# The figures from the mist at Shippea Hill



Arthur Broughton in railway uniform.

Shippea Hill signal man Arthur Broughton featured in the paper in October 1965

## *A Life In the Fens*



Harry in the Shippea Hill signal box - 1980

Harry in retirement

As recalled  
by  
*Mr Harry Bye*



While another signal man, Harry Bye, published his memories and took photos



1  
FOOTWEAR  
FLAGS  
Huntingdon Town Hall - Union Jack to be removed as tatty 15.5.75  
1bX Pic  
" " " " " put up on Prince Philip's birthday.  
11-6-75 15FX  
" " " " " Union Jack stolen. 14-2-76 1f LOC  
" " " " " SOUTH CAMBS DC

FIRES - GRASS.

39

Stubble burning: Cdge area campaign growing - Mayor urges letters to MP  
26-8-83. 11a.  
2 " health experts want ban. 26-8-83. 11a.  
" " C Wrighton, NFU, says no alternative. 26-8-83. 11a.  
" " RV Harrowell letter. 26-8-83. 11a.  
" " Cambs fires costing ratepayers thousands: farmers face  
prosecution. 26-8-83. 1a.  
" " Gawain Hammond of Harlton saves home after hedge fire  
from field. 26-8-83. 10. pic  
" " causes power cuts 27-8-83. 6.6. & 30-8-83. 9.a.

FIRE - CAMBRIDGE

40

99  
HALLS HALL  
Hall and gardens open to the public on Sunday 1-10-83. 11a.  
Open to the public on Sunday 1-10-83. 11a.

Cambridge News Librarians maintained a detailed card index recording everything published in the paper. These cards were filed in cabinets. Even after the Library had been closed down one was still able to discover anything reported since the 1960s





One morning I opened a cabinet to find the cards had gone. Their whereabouts remains a mystery



1  
 HUNTINGTON TOWN HALL - Union Jack to be removed as tatty 15.5.75  
 1bX Pic  
 " " " " put up on Prince Philip's birthday.  
 11-6-75 15fX  
 Union Jack stolen. 14-2-76 1f LOC

FIRES - GRASS. 39  
 Stubble burning: Cdge area campaign growing - Mayor urges letters to MP  
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 " " Gawain Hammond of Harlton saves home after hedge fire  
 from field. 26-8-83. 1c. pic  
 " " causes power cuts 27-8-83. 6.c. & 30-8-83. 9.a.

FIRES - CAMBRIDGE 40



I had copied  
 the entries  
 for a range of  
 places and  
 topics –  
 though sadly  
 not railways

28-8-75 7a ✓  
 Cricket & football pitches overlap. 3-9-75 5g LOC ✓  
 Berry Close - insurance given for play area. 4-9-75 11e LOC ✓  
 Aerial Pic. 3-10-75 17eX ✓ Mp 1220  
 Bury Close to Ely Rd. footpath to be partly made up. 9-10-75 10g N ✓  
 Wilburton Rd - Par C1 to ask for pedestrian crossing. 5-11-75 11g N ✓  
 Cricket club to be charged £2 for hiring playing field. 6-11-75 12f N ✓  
 Parish rate raised by 19%. 6-11-75 13b N ✓  
 Top St - E. Cambs DC to pay extra - increased costs of electric heating  
 10-12-75 10d N ✓  
 Pic of Engine house in dying sun 13.12.75 5 Pic ✓  
 Merry Bridge - plg perm refused for boat moorings & slip way. 19-1-76  
 9e (8e N)  
 Green End - plan for 20 hses meets w four objections. 20-1-76 11e N ✓  
 Top St - premises of Routledge & Goad Ltd plan for two grain silos gran  
 20-1-76 10e N ✓  
 Green End Rd - 2 separate plans - cl want integrated scheme 20.2.76 ✓

High St residents upset by noise by scooter boys 13.1.72. 18.  
 Estate of 42 houses may still be built in village - but plans d  
 20.1.72. 11.b. ✓  
 Annual parish mtg to be held March 20th 2.2.72. 17.a.X ✓  
 Baptist Church upset by noise made by vehicles using depot 3.2.  
 " " Director replies to critics 4-2-72. 23.d. (22d X) ✓ 11aX  
 L. A. Jackson lose appeal to extend engineering depot in villag  
 11.3.72. 9.b. ✓  
 Housing to be deferred until village plan published 19.4.72.  
 Play area may be included in plan for new school 22.4.72. 11  
 County planning team to visit village for work on village pl  
 22.4.72. 11.a.X ✓  
 Feat Sundat at Stretham 22.5.72. 13bX ✓





*How does  
one find  
Newspaper  
stories?*

The  
Cambridge  
News had a  
library  
which from  
the 1960s  
maintained  
files of  
newspaper  
cuttings on  
thousands  
of topics





P8080030



P8080031



P8080032



P8080033



P8080034

Including numerous folders on Railways



P8080035 a



P8080035



P8080035b



P8080036



P8080037



P8080038



P8080039



P8080040



P8080041



P8080042



P8080043



P8080044



P8080045



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P8080047



But with a change of ownership the Library was abandoned, the files were destined for the tip. Instead they were given to me. I in turn have passed them to the Cambridge Independent who have undertaken to make them available to researchers

I have copied a number of the folders to Google Photos, including:

Railways Cambridge – St Ives Cuttings

<https://photos.app.goo.gl/jd9VVjvQCoFEq3Yx6>

Railways Ely-Newmarket Closure Cuttings

<https://photos.app.goo.gl/Z1vXxRrCaRTEhwAa7>

Railways Historic Cuttings

<https://photos.app.goo.gl/NUXAUbeQ1HHQNHNk9>







The files were unwanted by the Cambridgeshire Collection as they already had similar cuttings they had themselves compiled from the early 1960s.

For over 30 years I chose stories from a range of local newspapers that were added to some 750 different folders. These have survived. These enable research into topics such as sewage – and Railways

Savage cut-backs have meant that the cuttings files are no longer maintained.

Instead subscribers can read and search back-issues of several local papers online. Whilst one might find a specific story, one can no longer easily research broader topics





Cambridgeshire Newspapers were first published in 1764; the Cambridgeshire Collection has files of more than 35 titles issued since that time. Many of the Feature Articles they published have been indexed

# Cambridge Advertiser,

AND FREE PRESS FOR  
NTINGDON, BEDFORD, ELY, PETERBOROUGH, WHITTLESEY, THO  
St. Neots, Kimbolton, Biggleswade, Potton, Hitchin, Baldock, Royston, Buntingford, Saffron Wal  
, Mildenhall, Brandon, Thetford, Swaffham, Diss, Downham Market, Upwell, Littleport,  
The Isle of Ely, Marshland, and the Bedford Rebel.

CAMBRIDGE, WEDNESDAY, JUNE 17, 1846. Price,

TRY EXTRACTS.

Robert Hall's marriage was the day, whilst alighting at a purpose of dining with him, he is cheerful. He said nothing, was observed to take particular notice of a girl, who came in to see him. After dinner, as he was studying, the young woman again most gentle, when Mr. Hall, posed scarcely less than a king, do you love the Lord Jesus replied, that she hoped she did, merely as an accustomed one her utter surprise and consternation immediately followed it up by and exclaiming, "then, Betty, asked her to marry him. In ran away, and said she believed again (he had been once de- it like herself, was surprised, a Mr. Hall on the subject, the union of marrying the girl, who fancy by the manner in which they were married and lived in widow survives him. no innocent adulteries, no no virtuous vice—the new which religion and reason alike clothed iniquity in a garb of and Fletcher, the Kateses are's fathers are roused by inde stung by unfairness; in fictions are sound in their way, nay, must, feel. Let the re be contrasted with that of y on the succeeding age, or of ay, who boasts their superiority ne can dispute that the result is altogether in favour of letters of women of high rank

**EASTERN COUNTIES AND NORFOLK RAILWAY.**  
**CHEAP TRIP BY RAILWAY TO YARMOUTH.**  
THE Public are hereby informed, that on SATURDAY, the 22nd day of June, a Train will leave Cambridge for Yarmouth at 5 o'clock in the Afternoon, calling at Ely, Brandon, Thetford, Attleborough, and Wytonham, at the time stated below, and at the following fares, there and back. (TICKETS AVAILABLE UNTIL TUESDAY EVENING.)

			First Class.	Second Class.	Third Class.
From Cambridge at	h. m.	s. d.			
Ely	5	30	8	6	6
Brandon	6	15	7	0	5
Thetford	6	30	6	0	4
Attleborough	7	0	5	0	3
Wytonham	7	15	4	0	2

It is arranged that parties availing themselves of this opportunity can return from Yarmouth by any Train on Sunday, the 21st of June, except the mail, and on Monday and Tuesday by the regular Trains leaving at 5.45 a.m., 2.0 p.m., and at 7 o'clock p.m.  
For the further convenience and accommodation of the public, the above fares will be charged to those who wish to visit Yarmouth by the regular train from Cambridge at 7 o'clock on Sunday morning.

**NORWICH, YARMOUTH, AND LONDON.**

**BONE MANURE AND SULPHURIC ACID**  
WORKS, HIGH STREET, LAMBETH.  
**JOHN HUNT.**  
BEGS to acquaint his Friends and Agriculturists in general that in consequence of the great risk of sending Sulphuric Acid into the country, together with the increased demand, has induced him to erect machinery to prepare Bone and Sulphuric Acid ready for use, and may be supplied in any quantity on application to the above address. Delivered free to any Wharf or Railway station in London. Bone Dust and Half Port supplied in any quantity on the best terms. British Guano £4 4s. per ton, equal to Foreign. 1867

**THE URATE OF THE LONDON MANURE COMPANY.**  
FOUR GUINEAS PER TON.  
AFTER five years' experience in the manufacture of the above manure, the Company confidently recommend it as one of the cheapest and most permanent of all artificial dressings. Availing themselves of the many improvements in the science of artificial manures, the Urate is so adapted that the food requisite for a rotation of crops is fully maintained. The Urate will be found most valuable either drilled or sown broadcast, for Barley, Oats, Potatoes, Turnips, or Turnips; for the latter it is particularly useful, as it seldom fails, in the driest seasons, to secure a good plant, and also to produce a great weight per acre. The London Manure Company also supply genuine Peruvian Guano, Gypsum, Sulphuric Acid, Super-phosphate of Lime, Bone Saw-dust, and every Artificial Manure.  
R. PURSER, Secretary.  
No. 40, Bridge-street, Blackfriars. 1875

**LAMP BLACK WORKS,**  
PRINCEY MILLS, LONDON-ESTER.  
THE importance of having a LAMP BLACK of such quality as to ensure cleanliness of work, without smut, in the preparation of Leather,

**PATENT WATCHES AND CLOCKS.**  
**E. J. DENT**  
RESPECTFULLY solicits from the public an inspection of his EXTENSIVE STOCK of WATCHES, which has been greatly increased to meet the demand at this season of the year. Youth's Silver Watches four guineas each; excellent Silver Lever ditto, at six guineas each; Ladies' Gold Watches eight guineas each. Dent's manufactures is guaranteed to him by three separate patents granted in 1836, 1840, and 1842.  
23, COCKSPUR-STREET, 82, STEAMP, and 21, ROYAL EXCHANGE, LONDON. 1867

**CAUTION TO PERFUMERS & OTHERS.**  
**ROWLAND'S MACASSAR OIL.**  
In Chancery.—ROWLAND & SONS, v. PENN  
MESSRS. ROWLAND and SONS, 29 Hatton Garden, London, hereby give notice that, by order of the High Court of Chancery, dated the 31st of January, 1840, and made by his Lordship the Master of the Rolls, in the above-named cause, it was ordered "that a Perpetual Injunction be awarded to restrain the Defendants, his workmen, servants, and agents, from in future selling any mixture of liquid, in bottles, having covers or labels, bearing copies of fac-similes, or confusions, with labels, or emblems, of those used by A. Rowland and Sons for the sale of their Macassar Oil, and from using any Trade-marks of the same description as those used by the said A. Rowland and Sons. And his Lordship did further order the said Defendants James Penn, to pay to the said Plaintiff, A. Rowland and Sons, their costs of the said suit." Messrs. Rowland and Sons also adopted process in Chancery against the Defendants and Persons of fraudulent labels; whereupon the Defendants, on the 15th March last, delivered up to the Plaintiff

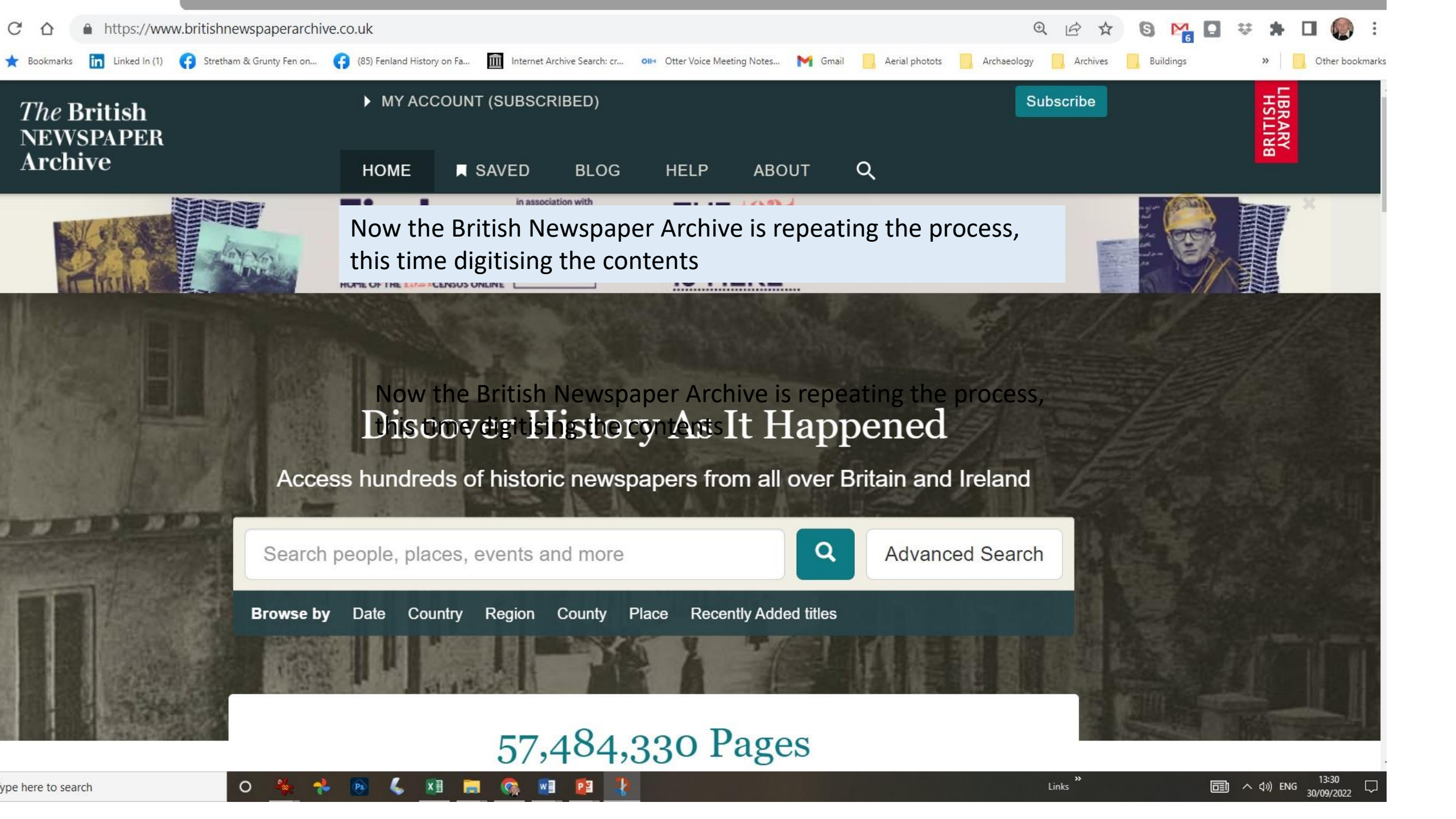




The Cambridgeshire Collection collaborated in a national **Newsplan** project to ensure files of all local newspapers were microfilmed ...







Now the British Newspaper Archive is repeating the process,  
this time digitising the contents

Now the British Newspaper Archive is repeating the process,  
this time digitising the contents  
**Discover History As It Happened**

Access hundreds of historic newspapers from all over Britain and Ireland

Search people, places, events and more



Advanced Search

Browse by Date Country Region County Place Recently Added titles

57,484,330 Pages



## Your Search Filters

✕ Cambridge, Cambridgeshire, England

✕ Clear All

"black bank"

☒ Keep filters ☐ Exact search

Order by Relevance

Advanced Search

## Refine Search

### ▼ DATE

1800-1849 12

1850-1899 480

1900-1949 195

1950-1999 1,119

### ▼ NEWSPAPER

Cambridge Daily News 1,145

Cambridge Independent Press 385

Cambridge Chronicle and Journal 268

Cambridge Weekly News 7

Cambridge Town Crier 1

The digitised files can be searched for free; there are many thousand references to 'Railways', with nearly 1,700 mentions of 'Black Bank' in Cambridge newspapers alone

1001 RESULTS FOR "black bank"



### FATAL ACCIDENT ON THE RAILWAY AT BLACK BANK

... FATAL ACCIDENT THE RAILWAY AT **BLACK BANK**. On Saturday afternoon an inquest was held at the Railway Tavern, Black Bank Station, by Ur. Q. M. Hall, coroner, on the body of William Lofts, aged 73, millwright and farmer, of Second » Drove, Little Downham ...

**Published:** Friday 07 December 1900

**Newspaper:** Cambridge Independent Press

**County:** Cambridgeshire, England

**Type:** Article | **Words:** 644 | **Page:** 8 | **Tags:** none



### BLACK BANK MAHBA STOMBA MAB' H

... **BLACK BANK** MAHBA STOMBA MAB' H ...

**Published:** Saturday 24 August 1878



Home / Search / Results

British Newspaper Archive stories can be read, for a fee – but it can be difficult to decide which is significant

## Cambridge Independent Press - Friday 07 December 1900

< Page 8 of 8 >

Image © Reach PLC. Image created courtesy of THE BRITISH LIBRARY BOARD.

**FATAL ACCIDENT ON THE RAILWAY AT BLACK BANK.**

On Saturday afternoon an inquest was held at the Railway Tavern, Black Bank Station, by Mr. G. M. Hall, coroner, on the body of William Lofts, aged 73, millwright and farmer, of Second Drove, Little Downham Fen. Mr. A. Strawson was chosen foreman of the jury.

Stevens Gordon, farmer, said he knew deceased and identified his body. The previous Thursday he went to Ely, and transacted business as usual, and drove home between seven and eight in the evening. Later he joined a number of his friends at the Railway Tavern, and left about ten o'clock to go home. He had had quite enough to drink, and witness offered to see him home, whereupon deceased said, "I won't have you." Witness then left him. He knew deceased was going to make use of the railway rather than traverse the drove.

William Lofts, grandson of the deceased, deposed that the latter was 73 years of age. He last saw him alive on Thursday morning, before he

and there was no pedestrian went on the path.—Fined Gerald Edward Drake (Trinity Hall, pleaded guilty at Milton on November 23 and 7s. 6d. costs. John Foster (23), undergarment, fined 1s., and 8s. 6d. for a s.

ADJOURN

Arthur Elbourn (23), labourer, was summoned for being drunk to quit the Railway Tavern on November 24th.—Defendant's case was adjourned for

DISMISS

Philip Few (40), butcher, summoned for an alleged assault on Philip Few, labourer, on November 24th.—Defendant said that he went to the house of the complainant and defendant slapped him on the face. Defendant subsequently left the house. There was a disturbance about the sale of a pig.—Defendant struck complainant. He and defendant called him a

Select text below to edit.  
Press save when finished

FATAL ACCIDENT THE RAILWAY AT BLACK BANK. On Saturday afternoon an inquest was held at the Railway Tavern, Black Bank Station, by Mr. G. M. Hall, coroner, on the body of William Lofts, aged 73, millwright and farmer, of Second Drove, Little Downham Fen. Mr. A. Strawson was chosen foreman of the jury.

Text look strange to you?

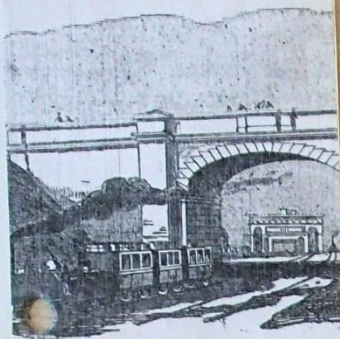
Can I correct this text?

Am I seeing the original version?



C.26.2

railways



C 26.2

Other proposed non-railway Stafford - C no alternative canal  
Ch 30 Aug 1844 p2

C 26.2

Chatterton

Shelford, St

Thelford, St: completion for 1844 then 1845 Ch 27 Jan 1845

The Cambridgeshire Collection has indexed important stories from 1770 to 1900 for a large number of topics, including Railways

C 26.2 016.

C 26.2 1845 1.

NB: many railway items not listed

Lincoln: C. & Colchester Rail. Co. propose line through Lincoln  
Ch 25 Oct 1845 p2

Lincoln: fatal accid  
rail labourer injured  
Ch 1 Feb 1845 p2  
Ch 17 May 1845 p2  
killed Ch 14 Jun 1845 p2

Packington: failure of opening railway due to wind state of  
embankment at P. Ch 12 Jul 1845 p2

Shelford: temporary bridge made on Shelf - Stapleford road  
to carry traffic over line Ch 1 Mar 1845 p2  
watercourse accid Ch 17 Mar 1845 p2

Oakington fatal accident Ch 14 Nov 1863 p5

Shandy Camps rail worker K. Ch 12 Dec 1863 p8

Sutton: new railway Ch 24 Oct 1863 p6

Malden fatal accident Ch 18 Jun 1886 p4

Sutton death Ch 18 Jun 1886 p6

Bury - Cambridge railway opens Ch 19 Aug 1865 p4

Ely - Bury railway fails due to mistake Ch 12 Mar 1870 p6

Bassingbourn propose tramway Guyra Lane Ch 20 Apr 1878 p4

Canton railway rating appeal Ch 1 Jun 1878 p4

C 26.2 1846 1.

Ely station Ch 10 Jan 1846 p3

Ely: robbery at railway Yd Ch 21 Mar 1846 p3

opening of Shelf or Eastern dock Ch 25 Apr 1846 p3

accident Ch 16 May 1846 p3

trespassing Ch 19 Sept 1846 p3

station Ch 28 Nov 1846 p3

Whitby station Ch 11 Jul 1846 p3

measured & railway Ch 7 Feb 1846 p3

fatal accident Ch 4 Jul 1846 p3

Sutton: meeting re proposed railway Ch 10 Jan 1846 p1

C - Bedford railway Ch 3 Feb 1862 p5  
Sauling: new station for merchandise & coal  
Ch 9 Aug 1862 p4

Ely - Bury railway fails due to mistake Ch 12 Mar 1870 p6  
Bassingbourn propose tramway Guyra Lane Ch 20 Apr 1878 p4  
Canton railway rating appeal Ch 1 Jun 1878 p4

Whitby: fatal accident Ch 10 Oct 1846 p6



# Along the Line

Railway Connections  
between  
Newmarket Cambridge Ely and Bury St Edmunds



David Occomore

impossible to raise the necessary funds for local purposes, probably because at the time they laboured under the great drawback of an extremely depressed state of trade ... As a last resort a meeting was held between the directors of the proposed line, and the directors of the GER ... He was now happy to say, that these negotiations were crowned with success in the ceremony which had just been completed ... The company then dispersed, but about fifty ladies and gentlemen adjourned to Swaffham Prior House, the residence of Mr. Allix, to luncheon ... The full length of the line from Cambridge to Mildenhall had been laid for construction, but it had been thought better to push forward, and open as early as possible, the portion between Cambridge and Fordham. It must not be supposed, that the section from Fordham to Mildenhall would be neglected, or delayed because of this, for the construction of that section would be going on at the same time ... Mr Lovatt (the contractor) hoped that in less than 15 months, the portion of the line from Cambridge to Fordham would be ready for opening, and that during the next year they would have the line open to Mildenhall ... There were a good many landed proprietors present, and he understood that several of them preserved game. He would do all, to prevent the men employed on the line, poaching on the preserves.

The Allix family had been substantial landholders at Swaffham Prior, since the C18th. Charles Peter Allix lived at Swaffham Prior House, with an interest in archaeology, he was also very active in local affairs and a considerable benefactor to the parish church and village. He died in 1921 aged 79. He constructed an avenue of Lime trees, from Swaffham Prior House, leading to a private entrance gate at the station. Upper Hare Park at Six Mile Bottom was built by Robert Earl Grosvenor and was the home of his cousin General Thomas Grosvenor. The house was sold to Isaac Herbert Wilkinson in 1842, and was demolished in the 1960s.

## February 24th 1883 Chronicle

New Railway Station. Newmarket - It is stated that the Great Eastern Railway Company contemplate taking advantage of the Warren Hill Junction, to erect a station there in order to meet immense passenger traffic from the north during the racing weeks.

The single track tunnel at Newmarket became a bottleneck for trains arriving during racing weeks. Trains from the northern counties had to negotiate the tunnel, and then reverse into Newmarket station. Warren Hill station along with a number of storage sidings was built to relieve this congestion.

## April 7th 1883 Chronicle

Newmarket - The passengers by a special train to Lincoln on Tuesday week last, experienced considerable discomfort while passing through the tunnel. It appears that the wheels of the engine did not 'bite' the metals while passing through the tunnel, and the fireman, getting down to remedy this, missed the train in the smoke and steam, with which the tunnel was filled. The driver went backwards and forwards for a minute or two in an effort to find him, but failing to do so, he proceeded to the Bury end of the tunnel. Meanwhile the fireman had made his way out of the Newmarket end, and running across the heath joined the train at the other end. One or two trains had passed through the tunnel immediately before, so that the state of the atmosphere, can more easily be imagined than described. We understand that the smoke and steam were so great, that the prolonged detention might have had very serious consequences, as it was the passengers were considerably inconvenienced.

## July 7th 1883 Chronicle

Accident at the Newmarket Railway Station - On Monday a porter named White, from Cambridge station, was riding on a passenger train at the high level station, when his legs were caught between the footboard of the carriage and the platform. The kneecap on one leg was hurt and bruised, and a considerable flesh wound was caused to the other leg, on the outer side of the knee joint. White was taken to the Newmarket Hospital, and thence to Addenbrooke's Hospital at Cambridge.

## August 11th 1883 Independent

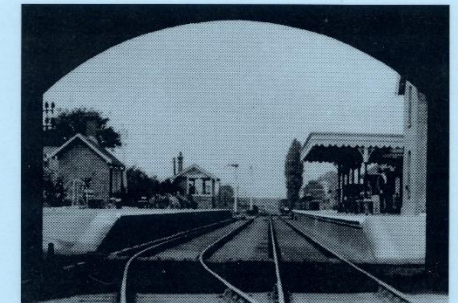
Trades men at Newmarket availed themselves of the Bank Holiday Act and closed on Monday. 156 persons booked an excursion train to Cambridge.

## August 18th 1883 Independent

Excursion train to Harwich on Friday, 53 people booked at Newmarket Station.

# Along the Line Part Two

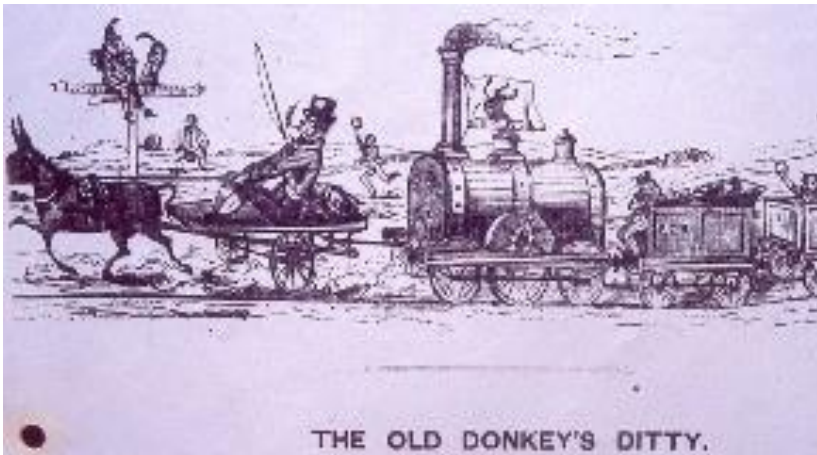
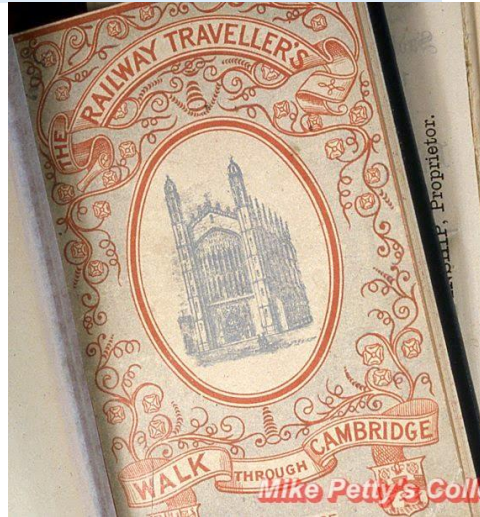
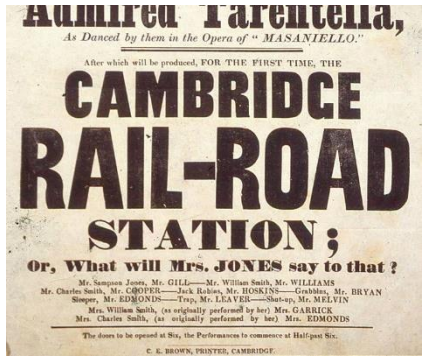
More  
Railway Connections  
between  
Newmarket Cambridge Ely and Bury St Edmunds



David Occomore



In 1855 Cambridge Central Library had started collecting everything published on the region including books, maps, pictures and ephemera as well as newspapers  
A century later the resource was hidden away, largely forgotten and unsorted





By 1998 it had been catalogued and indexed and was being used by 1,000 readers a month in a new library in Lion Yard









Today the Cambridgeshire Collection is still in Lion Yard Library but the resources are once more locked away largely forgotten, despite the efforts of the few dedicated staff who are left.  
There is no space even for the card catalogues that allowed people to discover what books there were on Railways – or anything else

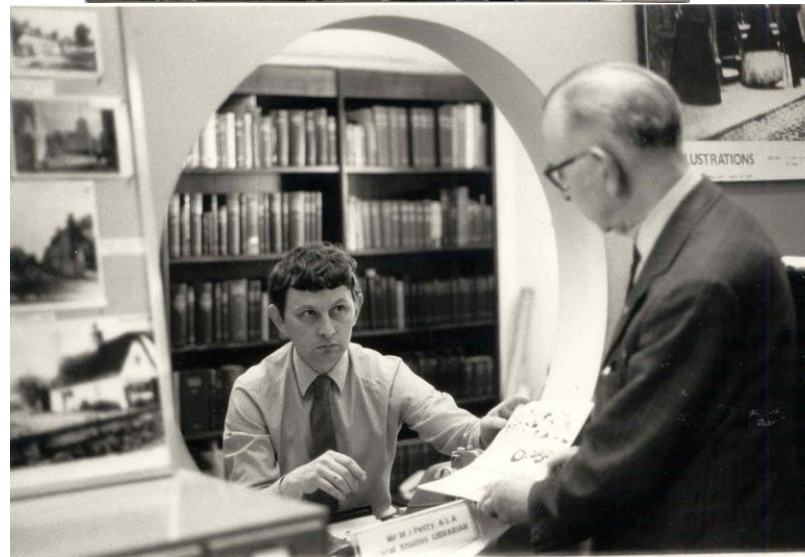


... although I have published it on Internet Archive

<https://archive.org/details/ACambridgeshireBibliographyVol.1BooksAndPamphlets>



Having worked to ensure that the legacy of Librarian John Pink and Charles Henry Cooper continued to be appreciated I 'retired' 25 years ago with a balloon trip, an MBE, a Cambridge University Honorary Degree ... and, more importantly, a Successor





My 'package' contained an agreement that I would continue to promote the resources of the Cambridgeshire Collection. I increased my number of talks to four a week and compiled a number of books drawing on Cambridge News photographs

# Mike's labour back at city's of love looks recent past

ANNA SAVVA

Reporter  
anna.savva  
@cambridge-news.co.uk

AN archive project has highlighted the important contribution the *Cambridge News* has made to the social history of Cambridge.

Mike Petty MBE was the librarian of the county archive, the Cambridgeshire Collection, for 30 years, where he worked tirelessly to make it accessible to all.

Since retiring from that role 20 years ago Mike, 73, from Stretham, continued his studies and at the end of June produced his latest work: *Cambridge 1888-1988: a Chronicle of an English University City*.

The historical tome, over 4,000 pages long, is an attempt to record a century of development in Cambridge, as reported in Cambridge newspapers – the majority of which has come from the *News*.

The work is formed of a series of scrapbooks – compilations of newspaper cuttings on different topics covering events that have shaped our shared history and now it is available online for all to access.

Mike said: "We tried to look at the bread and butter and the meat of things that happened in Cambridge in that period."

"We hope people will

download it to their computer and just search it for anything they want – or to settle squabbles in the pub about 'when the first traffic lights were installed' or 'when the Dorothy Cafe Ballroom closed'. To find when things opened and closed and about the city's geography – anything that makes Cambridge what it is: a wonderful place."

The archive will also offer a helpful indexing system to enable researchers to find what they need without trawling through screeds of text.

Using the chapters they can hone in on specific subject matter, which then correlates to a carbon copy scan of the original article, archived on Flickr.

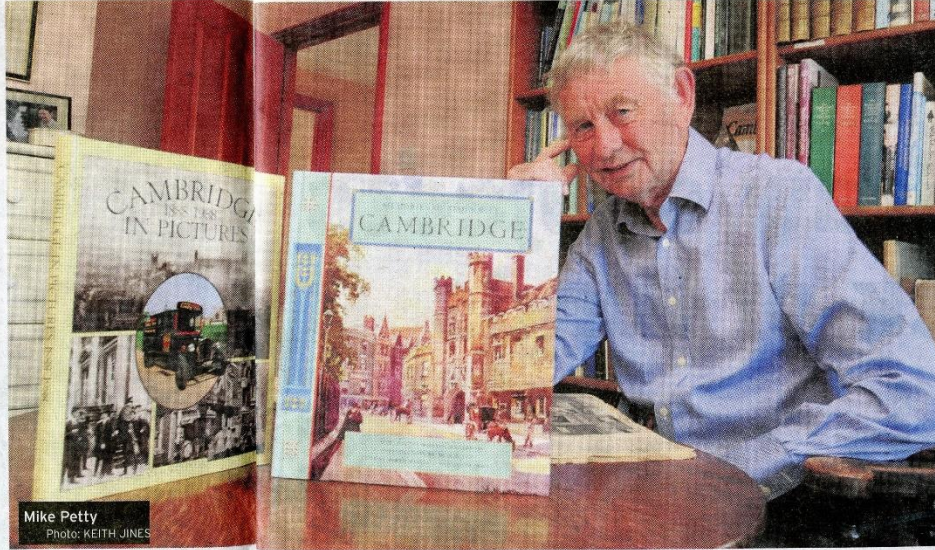
It will also allow people to draw historical parallels through the ages.

Mike said: "Like the Busway today [which is undergoing repair work] there were similar articles about the tramway which ran from 1888 to 1911 – it collapsed because of the expense of maintaining the track."

"Things keep going round and round. Then there are the major events – the world war, depression and hardships over the last 100 years."

"The majority is from the *Cambridge Daily News* but also other independent press recording things as they happened."

Mike has decided to de-



icate his labours to "John Pink, Cambridge's first librarian, 1855 to 1906, and Charles Henry Cooper, compiler of the *Annals of Cambridge*; to the librarians who tried to preserve their vision of a Cambridgeshire Collection and the generations of journalist who recorded the day-to-day life of Cambridge."

But most of all the work, the product of years of meticulous graft, is for the city itself.

Mike said: "It is for Cambridge and the university. It is a history of Cambridge for Cambridge people."

"But the next stage is getting people to make use of it and download it, so they can add

to it and chop bits out and continue.

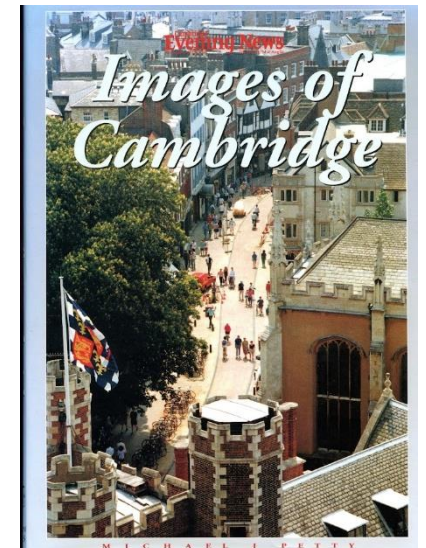
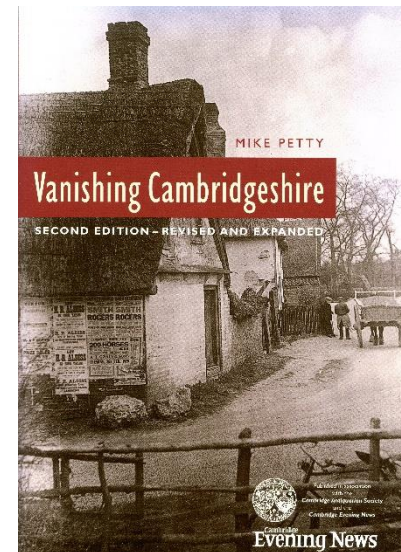
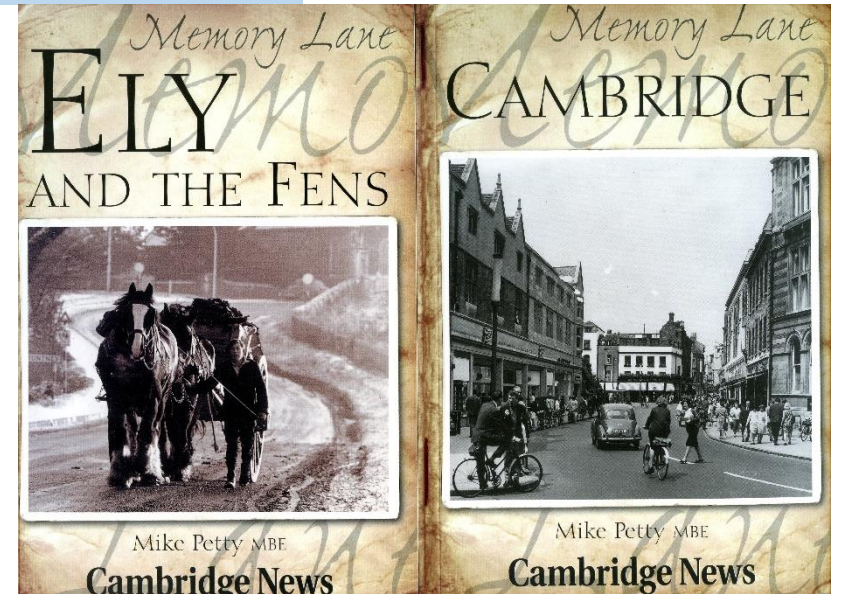
"It's a resource to be shared."

Due to his efforts Mike is now regarded the foremost authority on the history of Cambridgeshire and is a popular guest speaker, known for his historic talks and books *Vanishing Cambridgeshire*

and *Memory Lane*.

You can access *Cambridge 1888-1988: a Chronicle of an English University City* at: [https://archive.org/details/Cambridge18881988Chronicle.28/june2018\\_201806](https://archive.org/details/Cambridge18881988Chronicle.28/june2018_201806).

Articles as they appeared in Cambridge newspapers 1905-1985 are on Flickr in albums marked 'CambsNews.'





For over 30 years I have written articles in Cambridge newspapers ... all of which are now online.



22 | May 12, 2014 | cambridge-news.co.uk | Cambridge News

LOOKING BACK  
By MIKE PETTY

Tourists spending £165m in city  
FROM THE NEWS 1989  
Tourists contributed £165 million to Cambridge's economy last year but just £157,000 was spent on welcoming them.  
The council cash went on running the tourism office in Wheeler Street, which has 12 full-time staff and another dozen workers in the summer.  
The colleges are a major attraction but university life would be seriously disrupted if they were allowed to roam uncontrolled. Most colleges close during exams but are anxious not to close their gates unnecessarily.

Remembering Wembley days  
FROM THE NEWS 1964  
Memories will flood back to Clifton man, Vic Watson, when his old team West Ham play in a Wembley Cup Final.  
The last time they were there was in 1963 and Vic, then 25, was leading the attack as centre-forward. They lost 2-0 to Bolton in a game that became known as the 'White Horse Final'. Vic was with the club for 16 years and won seven England caps. After retirement he became a club coach at Cambridge Town for nearly 20 years until they turned professional.

'Press must be true and faithful'  
FROM THE NEWS 1939  
If war came some kind of press censorship would be introduced, the Editor

# Local landmarks were far from run of the mill

## Memories

By MIKE PETTY

LAST weekend, windmill enthusiasts celebrated the remaining examples of the structures which have been so important a feature of the landscape for centuries.

Inevitably many have now gone: "Windmills are disappearing so fast that in many parts of the country they are a forgotten race. Some day antiquarians will be examining and digging in mounds, having quite forgotten that they were the mounds of old windmills made to raise them a little above the surrounding land," Henry Hughes told members of the Cambridge Antiquarian Society in November 1928.

Together with JH Bullock and Rex Wales he set about making a record of the windmills existing throughout Cambridgeshire and the Isle of Ely. It was not an encouraging task for such enthusiasts. They found the oldest mill at Burn had been out of commission for six years, its sails having been smashed in a gale in 1925, finishing its working life. But fears it would be lost were dispelled when it was acquired by the Cambridge Preservation Society who have continued to care for it.

In Cambridge the windmill that had given Mill Road its name had long gone and the mill at Long Road Trumpington had also disappeared. Miss Moore, the daughter of the last miller, told them it had been built in 1812 and stopped working in the spring of 1887. Photographer R. Lord snapped it in its prime. But French's Mill off Victoria Road was still standing toothless.

it was replaced in 1935 by a post mill from Ellington which Ambrose Harding the Squire of Madingley had moved plank by plank to its present site. Such restoration was expensive and needed specialist skills such as that of the Soham firm of Hunts millwrights whose work was photographed by the antiquarians.

In 1932 Philippa Burrell bought a cottage, granary and 20 acres of land together with the windmill at West Watlington for £600. High and isolated, she found it a little paradise – and promptly left to study in Paris! She returned in 1934 when she wrote plays and learned about planting and pruning. All the while the windmill was watching her with its broken sails, cap all out, windows rotten and rain seeping in. It was an

see the mill, sitting contentedly on rustic tables in the orchard. After two seasons however she closed the business as the mill was restored. It was not the end of the story: she wrote a play, *The Wind and the Mill*, which was performed by the festival Theatre Company in the fields around the windmill in June 1935.

As well as corn mills, drainage mills were once a very familiar sight in the fens, and the Cambridge Antiquarians took a picture of a group of small mills near Ischem in 1914. There was a large mill at Soham mere, belonging to the Cambridgeshire County Council with the old type of tail beam and old types of sail. "Long may they be preserved by the bodies that own them," Hughes exhorted.

Sadly it was not to be. By 1947 the



SAILING AWAY: Above left, Madingley windmill painted by William Mathison c1907. Top: French's Mill, Victoria Road with sails, 1912. Above: Mill in Long Road Trumpington, photographed by R.H. Lord c1880.

later another drainage mill, much younger, much less impressive and in a much worse state, was re-built and erected just next door at Wicken Fen, where it is lauded as the last of the fenland wind drainage mills. The photographs taken by the

They include a daily **'Looking Back'** column which for 20 years shared news of 25, 50, 75 and 100 years before.

These stories have been brought together as **A Cambridgeshire Scrapbook 1897-1990** which is online on **Internet Archive** <https://archive.org/details/a-cambridgeshire-scrapbook-1897-1990-by-mike-petty.-july-2020>

It fills the gap between the Cambridgeshire Collection's News Index 1770-1900 and their cuttings files from 1960



The 4,000-page Cambridgeshire Scrapbook 1897-1990 has been edited to produce 100 'mini-scrapbooks', one of which is devoted to Railways in Cambridgeshire  
<https://archive.org/details/CambridgeshireRailwaysScrapbook>

body was found in the water beneath the railway bridge

1900 12 03

A sad fatality happened on the railway near Black Bank Station, the victim being a farmer who was well known in the district. Earlier in the day he transacted business at Ely, returning in a friend's cart. Later in the evening he joined a number of his friends at the Railway Tavern near the station, parting company with them to go to his house in the Second Drove. He did not arrive home. In the morning the driver of a train called out that there was a dead man laying on the metals with his legs severed.

1901 01 17

For some time the Cambridge Borough Surveyor had hired a wharf in the L.N.W.R. railway yard, principally for the purposes of stone breaking. The rent had been £2 but the Company now proposed to increase it to £3 per annum. The surveyor considered it would be advantageous to continue the tenancy.

1901 01 29

Few spots in and around Cambridge have become more notorious for the number of fatalities which they yield than the vicinity of Barnwell Junction and the stretch of line between that point and the level crossing on the Chesterton side of the railway bridge which spans the Cam. And probably nothing has ever surpassed in ghastliness the gruesome discovery made there during the early hours of Tuesday morning. The unfortunate victim was a telegraph linesman. Barnwell junction accident, p3 \*, inquest 31st p3

1901 02 12

As we tread the borders of the 20th century we wonder whether the people of the year 2001 will find the railway train be a thing of the past because they are using flying machines as a means of locomotion. Will the fact of sending a message along a wire be deemed romantic at that period or will the telegraph appear to them as old fashioned and romantic as the first efforts of telegraphy by means of wooden arms do to us. The romance of looking forward is to us not to be compared with that of

poor box. £1 was paid for a coffin but he received 1s. from the undertaker. All the clerk had to do was to see the body was screwed down, go to the railway station and pay the charge. He said he gave the porters sixpence each but inquiry proved they only received a pint of beer

1901 06 26

The success of the Ely branch of the Railway Mission must give the promoters the greatest satisfaction. Time was when the meetings were held in the waiting-room at Ely station, afterwards the gatherings took place in a small building in Barton Square, till it was found desirably to remove to the Liberal Hall pending the erection of a new mission in Silver Street. Gypsy Smith led the way at the laying of the foundation stone, accompanying on the violin the singing of the hymn "Onward, Christian Soldiers".

1901 07 08

About 100 employees of Messrs Rattee and Kett spent a most enjoyable day at the Crystal Palace, seeing the Naval and Military Exhibition being held there. The great feature was the stupendous Military Band Concert. The employees of Messrs Redding & Son spent an enjoyable day at Brighton; a saloon carriage was attached to the Great Northern Railway train which left Cambridge at 4.45 am. Messrs Scales and Robins employees enjoyed a combined sea and rail trip and journeyed from Lowestoft to Yarmouth by steamer

1901 07 29

"Boy's Grave" cyclist scouts reported having seen the enemy approaching and orders given for the men to remain in perdu in the brushwood. The sound of firing was soon heard but Newmarket easily held the attack. Lessons learned in South Africa were developed and acted upon.

1901 08 09

***It contains over 800 stories – this presentation has featured just 25 of them***



## Cambridgeshire Railways Scrapbook 1897-1990

by Mike Petty



Publication date

2016-11-22

(8 of 107)





***Cambridge 1888-1988: a Chronicle*** is another 4,000-page document devoted to Cambridge itself that includes additional stories from the Collection's newspaper cuttings files. It is divided into 100 sections, one of which is ***Railways*** <https://archive.org/details/CambridgeRAILWAYSChronicle>

Internet Archive interface showing the Cambridge RAILWAYS Chronicle document.

Search bar: Search

Navigation tabs: ABOUT, BLOG, PROJECTS, HELP, DONATE, CONTACT, JOBS, VOLUNTEER, PEOPLE

Document title: Cambridge RAILWAYS Chronicle by Mike Petty

Document description: The Railways Chronicle has 50 pages with about six stories per page

Document content preview:

1867  
Cheriton school pupils with locomotive 1867  
Cambridge RAILWAYS Chronicle by Mike Petty  
1867: railways  
NOTE: These stories relate to Cambridge itself. For a more detailed selection of articles about the whole of Cambridgeshire please see the Cambridgeshire Railways Scrapbook  
<https://archive.org/details/CambridgeshireRailwaysScrapbook>  
Railway Traveler's Guide to Cambridge 1867-1877  
1867  
After several attempts to establish a railway finally failed at Cambridge in 1845, the station having been shut for from the centre of the town because of University objections to the line crossing within a mile of their buildings. An additional clause prohibited trains from stopping within three miles of Cambridge on Sundays. Although the locomotive was not required until 1867 it had long ceased to be (theoretically).  
1867  
A reader has sent a picture of a locomotive engine built by Huddell Bros of the Eagle Foundry, Cambridge in 1867. It was a small single tank, often used for shunting, and was built for the Great Eastern Railway. It was named 'The Eagle'. At first there was no tender, only a small place for the driver, though later it was extended to carry a cab. It was intended for the use of the Eastern Counties Railway Company but its career was marred when in 1870 it ran over and killed the district superintendent. 1867 (1867)  
Please note the use of the word 'rail' in the title. Railways were not called 'trains' until 1867 - see <https://archive.org/details/CambridgeRAILWAYSChronicle>

Publication date: 2018-03-28

Thumbnail images: 213.84.jpg, 72.20.jpg, 97.81.jpg, 154.52.jpg, 156.83.jpg

Footer: 16:12 04/10/2022



As well as summaries of the articles there are photographic copies of hundreds of the original articles which are shared in albums on Google Photos

1964 09 03

Passenger services on the Ely to Newmarket line are to be withdrawn on January 4th and Soham and Fordham stations will be closed. Alternative bus services will be provided, though the stationmaster says that the present system is quite adequate to cope with the two or three passengers who use the stations. The line is uneconomic: six trains stop a day during summer but none run at time when a heavy load of passengers could be expected. The staff of 12 at each station will be retained to deal with freight traffic such as scrap iron from Middlesbrough and flowers from local nurseries 64 09 03b

THE NEWS, Thursday, September 3, 1964

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Fordham station—one of those affected by the closure.

## Fordham and Soham to lose their stations

**BRITISH RAILWAYS** announced today that passenger services on the Ely to Newmarket line are to be withdrawn on January 4 and that Soham and Fordham railway stations are to be closed.

Soham station figured in a wartime drama when on the night of June 2, 1944, an ammunition train caught fire. The engine crew struggled to uncouple the blazing trucks to move them out to open country but the bombs in the trucks exploded, demolishing the station buildings and killing two men.

The men involved were awarded George Medals for their heroism and it was said that if they had not separated the blazing trucks from the rest of the train the whole town might have been devastated.

Objections to the closure must be lodged with the Transport Users' Consultative Committee for East Anglia at Cambridge by October 18 next, say British Railways Eastern Region.

The announcement says that alternative bus services will be provided, but according to the stationmaster of Soham and Fordham, Mr. R. H. S. Jardine, the present bus service is quite adequate to cope with the two or three passengers who each day use trains from his stations.

"There can be no question that the line was an uneconomical proposition, running for less than half a dozen people a day," he said, "and it has been like that ever since I came here two years ago."

Six trains a day stopped at the station during the summer, and four in winter, he said, but none of them ran at times when a heavy load of passengers could be expected, such as before office hours in the morning.

During the summer, when excursion trips to places like Hunstanton stopped at Soham and Fordham, the number of passengers might run up to 12 in a day, but this was still not economic.

The staff of about 12 at each station will be retained to deal with freight traffic, such as scrap iron from Middlesbrough and flowers from local nurseries, said Mr. Jardine.

The vice-chairman of Soham

Parish Council, Mr. K. P. Leonard, said he regretted the closure of the station in the town, which has a population of 5,000, compared with Fordham's 1,500, but admitted it must be unprofitable.

### Frowned upon

Mr. Leonard added that almost everyone had cars or used the buses, and although many complained about the infrequent bus services, he had to admit it was a service the current railway system could hardly better.

The vice-chairman of Newmarket Rural Council, Mr. R. S. T. Bowden, said his council frowned upon the closing of a great station and added that a great deal of time was wasted by buses, which took circuitous routes which were very tiring, particularly for schoolchildren.

"If they must close the railway why not utilise them as roads?" he asked.

You can go around the world in a sputnik but you can't get from Newmarket to Bury St. Edmunds by bus during the week," said Mr. Bowden, and many people living in villages had great difficulty travelling to and from work unless they had their own transport.

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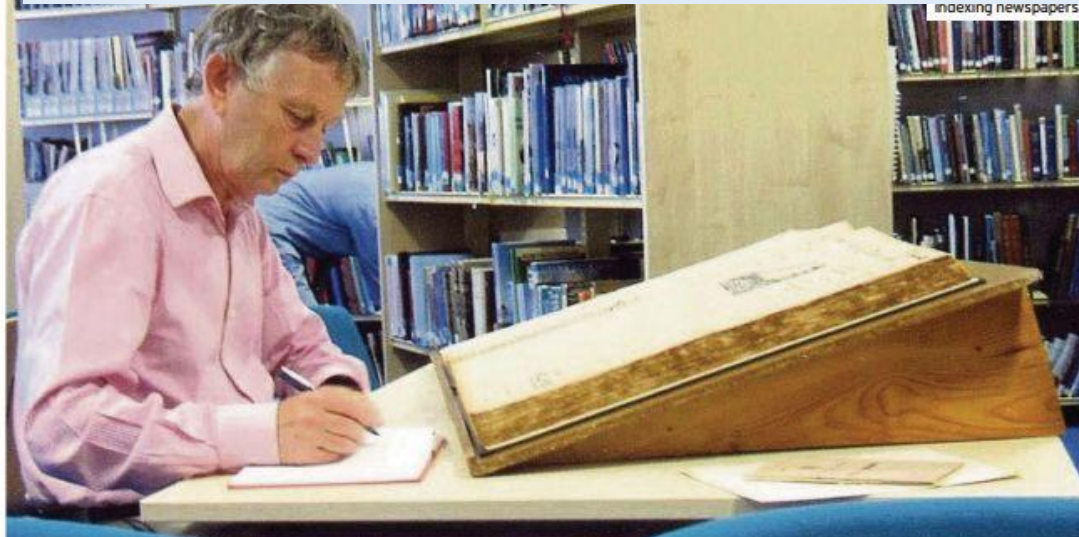
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This presentation has been on **Newspaper** reports about **Railways** but I have similar files on any other Cambridgeshire place or topic



# Here is the news...

## HISTORIAN CREATES DIGITAL ARCHIVE OF PAPERS' STORIES

By **JAMES MILNER**  
james.milner@reachplc.com  
@CambridgeshireLive

THOUSANDS of newspaper articles telling the story of Cambridgeshire's history are now available online, courtesy of a historian.

For 20 years Mike Petty compiled a daily 'Looking Back' feature in the Cambridge News, or as it used to be known the Cambridge Evening News. In so doing, he sorted through and compiled the more noteworthy articles to appear in Cambridgeshire newspapers over the last 100 years.

These stories, alongside others, have been brought together in a Cambridgeshire Scrapbook that extends to nearly 4,000 pages.

Those using this resource will find here summarised versions of stories that originally appeared in print between 1897 and 1990.

Now, Mr Petty has placed digital images of thousands of articles on Google Photos for all to see. Researchers can freely use this to

peruse thousands of original articles by year.

"This is a resource for those studying the details of daily life in a particular period, perhaps for a novel, perhaps to contextualise some other event," he said.

"People remember big personal events, but not the context of the period; papers jog memories of the small things that later become significant. This is a new and exciting - perhaps unique - source for historians. But I hope it will also be of interest to those locked-down seniors who have some time on their hands, a tablet (other than their pills) and an interest in reviving and sharing their memories."

The content, which covers much of the 20th century, while extensive, is still incomplete - not all years are currently accessible.

However, as the British Newspaper Archive has only uploaded content from a handful of years, Mr Petty's resource - always available



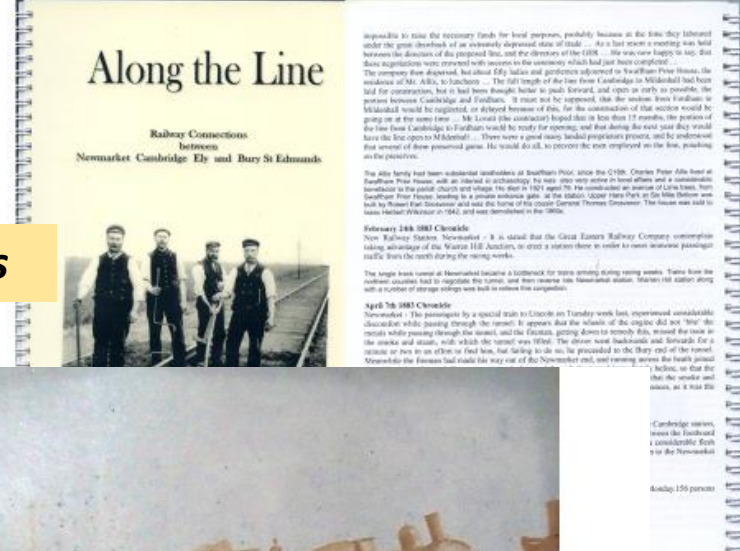
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more extensive.

To search for stories by year, visit [mikepetty.org.uk/archives.html](http://mikepetty.org.uk/archives.html) and

bridgeshire Collection at Lion Yard, together with indexes and cuttings files that are far more extensive.

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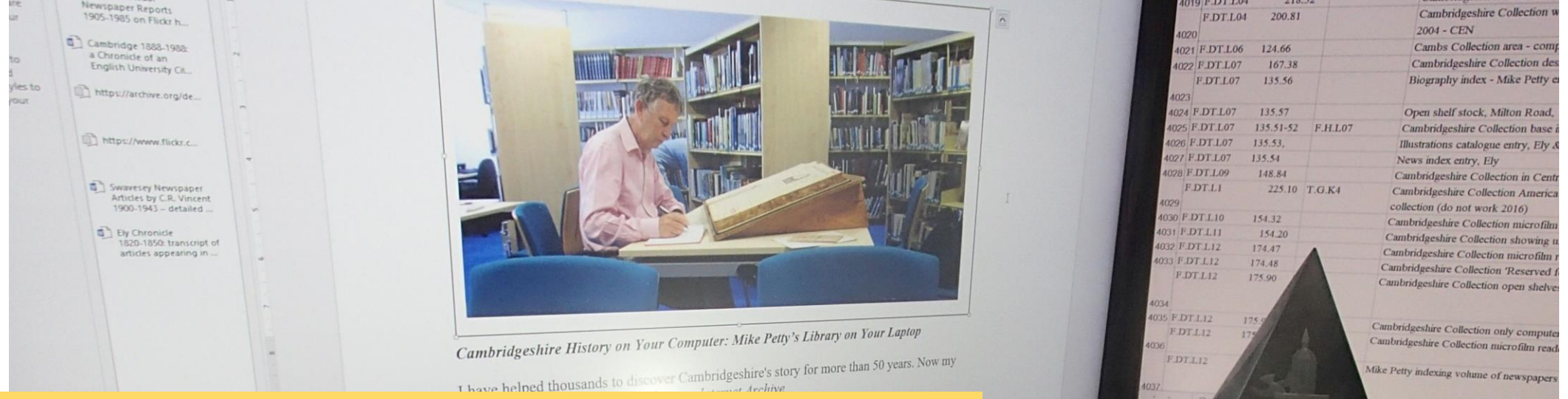
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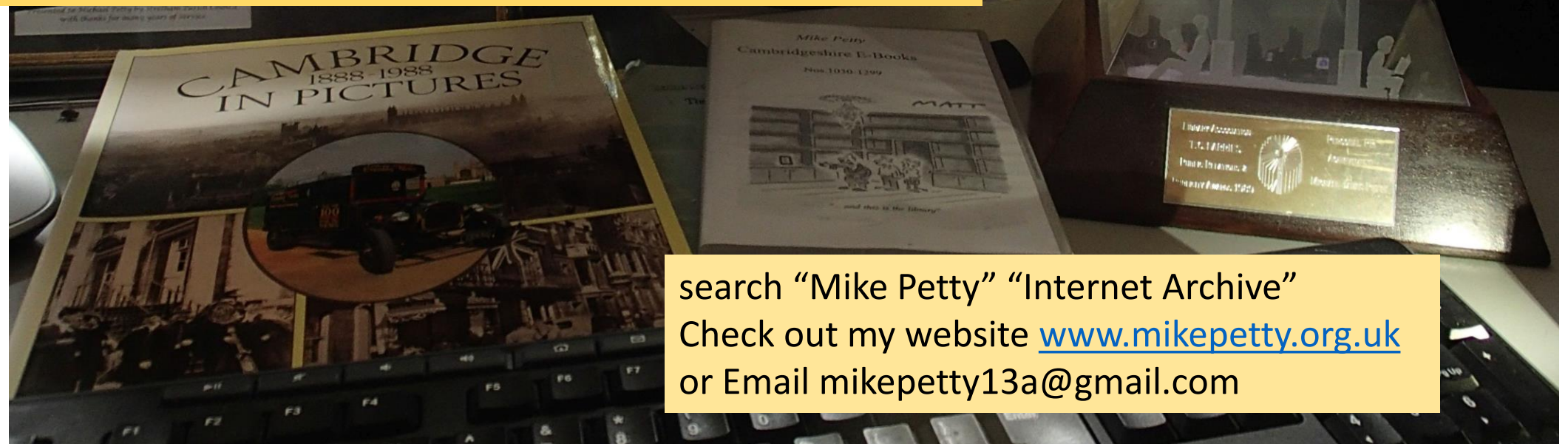
And 50 years  
accumulated  
knowledge







**Cambridgeshire History on Your Computer: my Library on your Laptop** can be read and downloaded from Internet Archive [https://archive.org/details/cambridgeshire-history-on-your-computer-mike-pettys-library-on-your-laptop.-october-2021\\_202110](https://archive.org/details/cambridgeshire-history-on-your-computer-mike-pettys-library-on-your-laptop.-october-2021_202110)











But there is much, much more freely available to everybody - old, young, student, don or gran - in the Cambridgeshire Collection, Central Library, Lion Yard, Cambridge – as it has been since 1855 – it's ours, use it.

